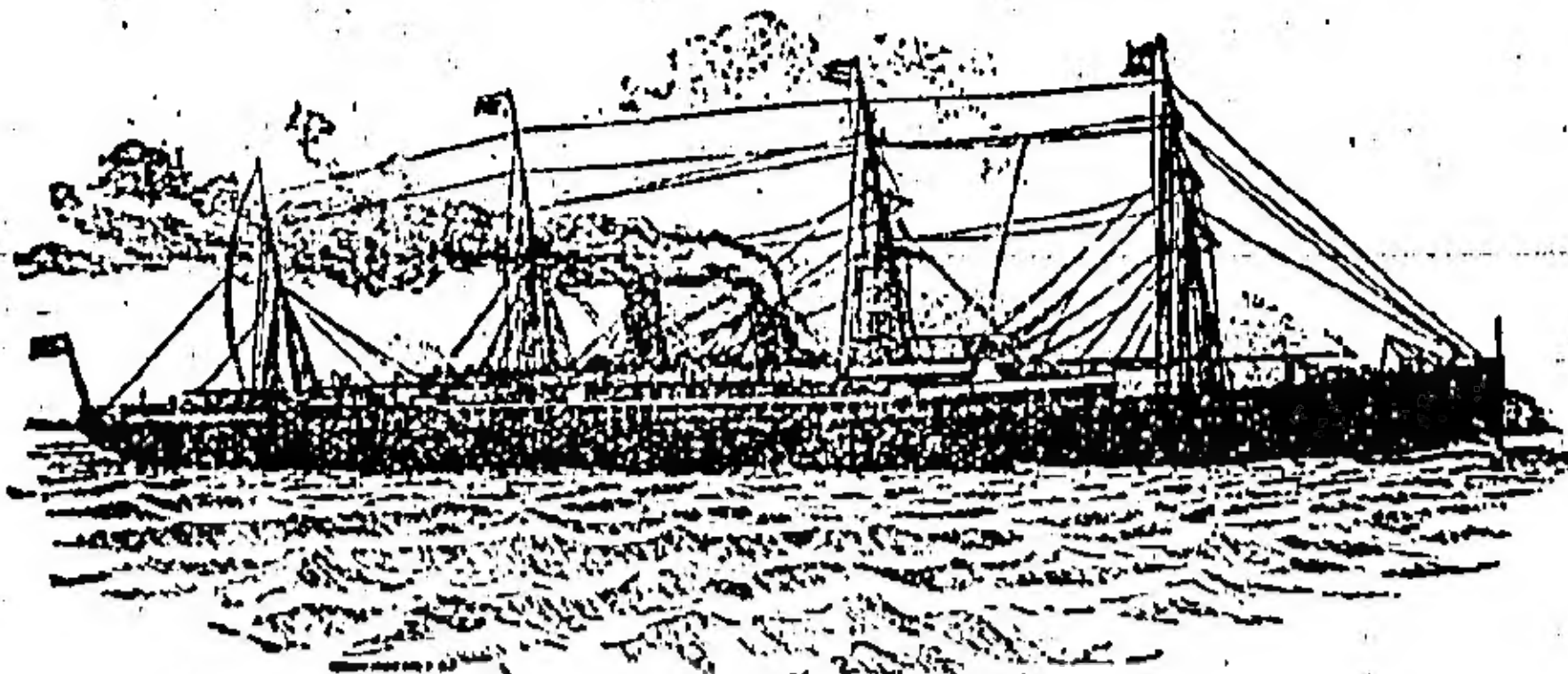


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC".....	4,784 Gross Tons.....	SATURDAY, 14th November, at Daylight.
"NIPPON MARU".....	6,307 ".....	"TUESDAY, 24th November, at Noon.
"SIBERIA".....	11,384 ".....	"WEDNESDAY, 2nd December, at Noon.
"COPTIC".....	4,352 ".....	"WEDNESDAY, 9th December, at Noon.
"AMERICA MARU".....	6,307 ".....	"FRIDAY, 18th December, at Noon.
"KOREA".....	11,276 ".....	"SATURDAY, 26th December, at Noon.
"GAELIC".....	4,303 ".....	"SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU".....	6,307 ".....	"SATURDAY, 9th January, at Noon.
"CHINA".....	5,060 ".....	"TUESDAY, 19th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via MACAO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through tickets to EUROPE have the choice of the Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-door life throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information, as to Passage and Freight, apply to the Agents of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 10th November, 1903.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA".....	6,000 Tons.....	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 16th December.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 13th January, 1904.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th January.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 10th February.
"TARTAR".....	4,425 ".....	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 9th March.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 30th March.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 20th April.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OBTATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
CANADIA.....	ANTWERP and HAMBURG.	12th Nov.	Freight.
Wagner.....	(Calling at SINGAPORE and COLOMBO)		
MARBURG.....	HAVRE, BREMEN and HAMBURG.	21st Nov.	Freight.
Stern.....	(Calling at SINGAPORE and COLOMBO)		
SUEVIA.....	HAVRE and HAMBURG.	1st Dec.	Freight.
Borch.....	(Calling at SINGAPORE and PENANG)		
ARAGONIA.....	HAVRE and HAMBURG.	15th Dec.	Freight.
Forst.....	(Calling at SINGAPORE and COLOMBO)		
NURNBERG.....	HAVRE and HAMBURG.	29th Dec.	Freight.
Jaburg.....	(Calling at SINGAPORE and PENANG)		
AMBRIA.....	HAVRE and HAMBURG.	5th January, 1904.	Freight.
Duckstein.....	(Calling at SINGAPORE and COLOMBO)		
NUBIA.....	NEW YORK	About end of December.	Freight.
von Hoff.....	Via Suez.		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 4th November, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,363 tons.....	Captain H. D. Jones.
"POWAN".....	2,330 ".....	G. F. Thomson, R.N.R.
"FAT-HA".....	2,400 ".....	A. V. L. H. H.
"HANKOW".....	3,073 ".....	C. V. L. H. H.
"KINSHAN".....	3,860 ".....	J. J. Lassus.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....	1,998 tons.....	Captain W. E. Clarke.
-----------------------	-----------------	-----------------------

Departures from Hongkong to Macao daily at 2 P.M. Sunday Do. from Macao to Hongkong daily at 8 A.M. excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	2,197 tons.....	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AN & MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SINAM".....	588 tons.....	Captain H. Branch.
"NANNING".....	567 ".....	C. Duchart.
"FAK HING".....	618 ".....	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD
Hongkong, 7th November, 1903.

Estimations.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL ATTENTION.

FULL LINE OF SUPPLIES ALWAYS IN STOCK.

C. W. CLARK,
No. 4, ICE HOUSE STREET,
Between Queen's Road and Des Vaux Road.

ORIENTAL COSTUMES AND FANCY DRAPERIES FURNISHED.

WORK GUARANTEED TO BE THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c] PATRONAGE RESPECTFULLY SOLICITED.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56. For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1903.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Lunch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

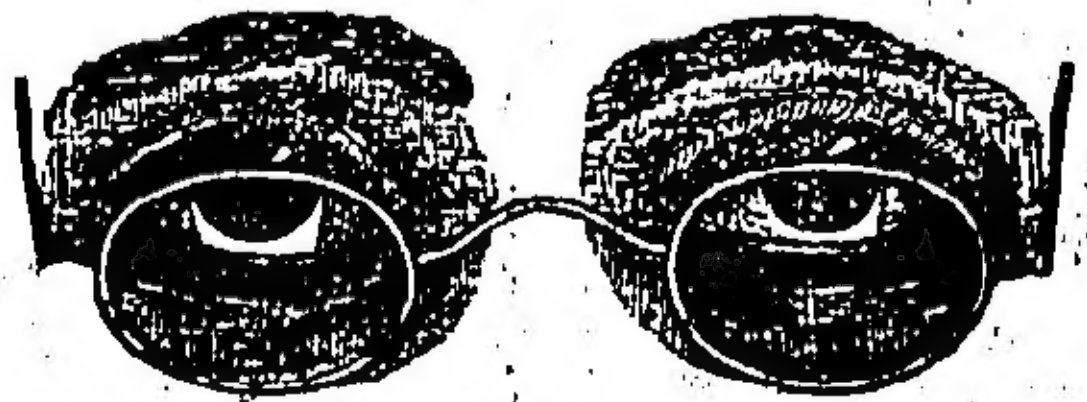
ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

954c]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

Estimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegram: "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

[573c]

GO TO THE

KOWLOON HOTEL,

FRANK F. JEWELL, Manager.

KOWLOON.

J. W. OSBORNE, Proprietor.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-ORDINARY GENERAL MEETING of HUMPHREYS ESTATE AND FINANCE CO., LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on WEDNESDAY, the 18th day of November, 1903, at NOON, when the SUBJOINED RESOLUTIONS which were passed at a Meeting held on the 31st October, 1903, will be submitted for confirmation as SPECIAL RESOLUTIONS:—
1. "That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares, of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine."
2. "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—
"The remuneration of the General Managers shall be a sum not exceeding \$8,000 per annum (which shall cover office rent and salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."
Dated this 2nd day of November, 1903.
JOHN D. HUMPHREYS & SON, General Managers.

DEUTSCHE WEINGESSELLSCHAFT DUHR & CO., COELN.
STOCK ON HAND OF AHRLEIGHART, a red Ahr Wine at \$18.50 GRAACHER, Moselle, at \$16.50 LAUBENHEIMER, Hock, at \$15.00 All per Case of 24 Quarts. Price Reductions for Larger Orders. GROISMANN & CO. Hongkong, 16th October, 1903. [1259c]

GREEN ISLAND CEMENT COMPANY, LIMITED.
PORTLAND CEMENT.
In Casks of 37½ lbs. net \$4.75 ex Factory. In Bags of 50 lbs. net \$2.85 ex Factory. SHEWAN, TOMES & CO., General Managers. Hongkong, 15th August, 1903. [19]

MADAM FLINT & CO.
IMPORTERS OF FRENCH MILLINERY AND DRESSMAKING. MATERIAL ACCEPTED AND DESIGNED during the Summer Months. PRICES MODERATE.

CONNAUGHT HOTEL: Rooms 4 and 5. Hongkong, 2nd November, 1903. [1313c]

JUST LANDED. A FRESH Consignment of MILKMAID BRAND SWISS MILK. Per Dozen Tins \$2.70 and 21 cents a Single Tin. H. RUTONJEE, No. 5, D'Aguiar Street, and 36 and 38, Elgin Road, Kowloon. Hongkong, 2nd November, 1903. [46]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place from the undermentioned Batteries, on the dates as specified opposite, at moving targets towed across the entrance to Junk Bay between Devil's Peak and Futau Chau at a range of 1,800 to 700 yards and at targets towed down Junk Bay above Futau Chau at a range of about 4,000 yards:—
Lyemun (Redoubt and Pak-sha-wan), 12th November, 1903.
Lyemun (Pak-sha-wan and Sai-wan), 13th November, 1903.
Practice will commence at about 9 A.M. daily, and end about 11 A.M. daily, if the range is clear.

By Command,

F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 5th November, 1903. [1332c]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals. PRICE \$10.50 per case of 48 bottles (quarts) 6 doz. pints. Special Prices for Quantities. Sole Agents—SIEMSEN & CO. Hongkong, 10th January, 1903. [594d]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS. EASTMAN'S KODAKS AND FILMS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEAR" guarantee given to every purchaser. 40, QUEEN'S ROAD, Watson's Building.



PURE DELICIOUS REFRESHING

may now be had in Cases of

4 Doz. Quarts at \$15.00.

MACWEN, FRICKEL & CO., 3, DUDDELL STREET. 1st September, 1903. [650c]

DENTISTRY.

SUI SANG, Lately Practising with Dr. I. SAKATA, DENTIST, No. 26, Connaught Road Central. 1st day of 9th February 1903. [20]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes. LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 15th September, 1903. [1224c]

Intimations.

THE ROBINSON PIANO

Co., Ltd.

NOTE.

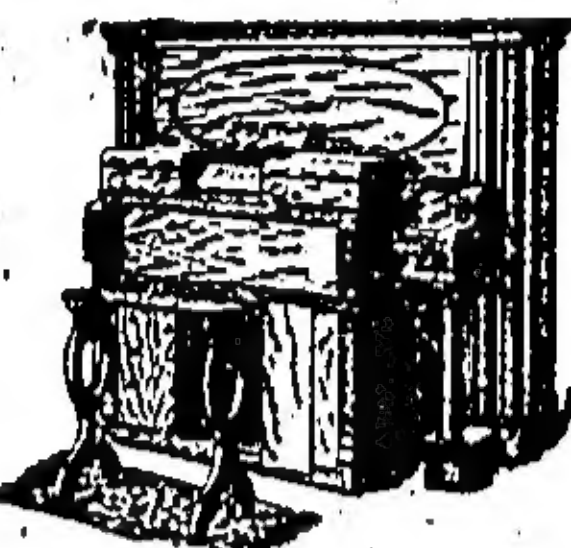
ENTIRELY NEW STOCK ARRIVING.

SPECIALLY AND MOST CAREFULLY CHOSEN BY OUR MR. ROBINSON, NOW IN EUROPE.

GREAT REDUCTIONS

in our present stock of Pianos and Musical Goods.

Our NEW MUSIC STOCK has arrived.



THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.

THREE STYLES:

PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

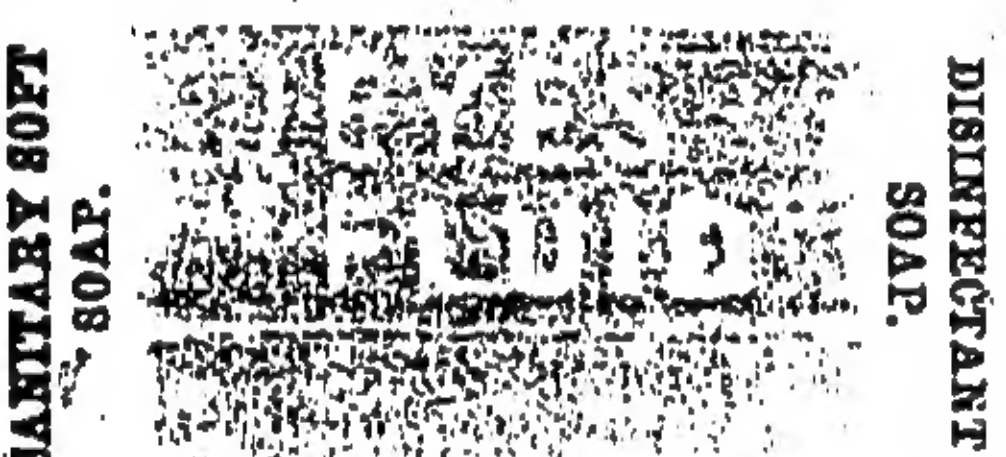
Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 28th October, 1903. [1458]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAUHEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1904. [18]

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 28th November, 1903. [12096]

THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Robert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a short time, often a few days only, removes all discharges from the urinary organs, directly proceeding from the source of which is irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found an absolutely efficacious, affording prompt relief where other well-known remedies have been powerless.

THERAPION No. 2 is for the treatment of the bladder, secondary symptoms, gonorrhea, and all diseases for which it has been too much a failure to employ mercury, iodoform, etc., to the destruction of the bladder's flesh and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 is for the treatment of the bladder, secondary symptoms, gonorrhea, and all diseases for which it has been too much a failure to employ mercury, iodoform, etc., to the destruction of the bladder's flesh and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION is sold by the principal chemists and druggists throughout the world. Price in England 4s. 6d. In Hongkong, state above the three numbers is required, and observe above Trade Mark, which is a facsimile of word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [1444]

OFFICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1903.



FLUID
OIL
CRUDE FLUID
POWDER
EMBOCATION
SOAPS
DISINFECTORS
INHALERS
FUMIGATORS

COLORLESS
FRAGRANT
NON-POISONOUS
DOES NOT
STAIN
KILLS ALL
DISEASE
GERMS
OXYGENATES
THE AIR.

Sulphur Candles - KINGZETT'S
Formic Fumigators

"HOW TO DISINFECT" Book Free.

THE "SANITAS" CO., Ltd.,
Bathurst Green, LONDON, E.



DISINFECTANTS

HOUSEHOLDERS are hereby requested to make a Special Effort during the Winter Months to destroy Rats and to fill up Rat Holes with Cement.

RAT TRAPS and BIRD LIME may be obtained from the Secretary to the Board Free of Cost.

By Order, G. A. WOODCOCK,
Secretary.

Sanitary Board Room,
26th October, 1903. [13086]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 28th April, 1903.

Ships Passed the Canal.

Outward—3rd October—Hyson, 6th October—Flintshire, Longships, Onofa, Keman, 10th October—Bennohr, 13th October—Glenfarg, Driesen, 16th October—Stober, Hudson, Kingralg, Achilles, Aragonia, Bengloe, 24th October—Denbighshire, Tamba Maru, Nurnberg, 27th October—Armand, Zilem, Rebia, 30th October—Ceylon, Peleus, Benlo-mund, Jiguna, British Monarch, Princess Maria, Frank, 4th November—Amoria, Konig Albert.

Homeward—3rd October—Sigtuna, 10th October—Sydney, 13th October—Mogul, 20th October—Braemar, Kamakura Maru, Prinz Heinrich, Manila, 24th October—Konigsberg, Merionethshire, Ajax, Prometheus, 27th October—Bamberg, 30th October—Glaucus, Andalusia, 4th November—Inaba Maru, Ping Sary, Socotra.

Arrivals at Home—10th October—Salazie, Rudenit, Benarty, Benledi, Knautschou, 12th October—Palawan, 13th October—Nestor, 16th October—Ava Maru, Verona, Kennebe, 20th October—Albenga, Alesia, 24th October—Heathford, Bayern, Hecker, Tonkin, 27th October—Indravadi, Arabia, 29th October—Candia, 30th—Eclipse, Sithonia, 4th November—Annam, Kintuck, 5th November—Sumatra.

Nov. 9 at 10 a.m. Nov. 9 at 4 p.m.
Barometer 30.04 29.92
Temperature 73 75
Humidity 48 45
Rainfall..... — —

CHINA COAST METEOROLOGICAL REGISTER.

November 10th, 1903, a.m.

Bar. Th. Hu. Wind Wr.

Vladivostok, 7 a.m.	29.54	65	N	3	0
Nemuro, 6 a.m.	29.53	—	SW	6	—
Hakodate, 7 a.m.	29.54	—	W	4	—
Tokyo, 7 a.m.	29.78	—	NW	2	—
Kochi, 7 a.m.	29.91	—	—	0	—
Nagasaki, 7 a.m.	29.99	—	—	0	—
Kagoshima, 7 a.m.	29.09	—	—	0	—
Oshima, 7 a.m.	30.00	—	—	0	—
Naha, 7 a.m.	29.97	—	N	8	—
Ishigakijima, 7 a.m.	29.93	—	NW	6	—
Taihou, 7 a.m.	30.01	—	E	6	—
Taihu, 7 a.m.	29.99	—	N	8	—
Koshun, 7 a.m.	29.87	—	N	8	—
Pescadore, 7 a.m.	29.83	—	NE	10	—
Weihaiwei, 9 a.m.	30.11	44	NW	2	—
Gutzhoff, 9 a.m.	30.27	72	NW	1	bm
Amoy, 6.30 a.m.	30.07	66	NNE	5	0
Swatow, 9 a.m.	—	—	—	—	—
Canton, 9 a.m.	—	—	—	—	—
Hongkong, 10 a.m.	30.00	70	N	4	cq
Victoria Peak, 10 a.m.	—	—	NNE	4	cq
Gap Rock, 10 a.m.	30.07	—	N	7	—
Macao, 10 a.m.	30.05	66	N	3	cq
Haiphong, 10 a.m.	—	—	—	—	—
Manila, 10 a.m.	29.84	84	WSW	1	c
Bacolod, 9 a.m.	—	—	SSW	4	c
Iloilo, 9 a.m.	29.83	83	WSW	2	b
Cebu, 9 a.m.	29.85	80	S	2	b
C. St. James, 10 a.m.	—	—	—	—	—

Hongkong & Whampoa Dock Returns.

Taikee	at Kowloon Dock
H.M.S. Alacrity	"
Chuen Tiao	"
Taiac	"
Lillebonne	"
Salamanca	Cosmopolitan
Loock	"
Heungshan	"

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 " ".....	10 "
12 " ".....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

WEATHER-FORECASTS AND

STORM-WARNINGS ISSUED

FROM THE HONGKONG

OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not imply that bad weather is expected here.

A DRUM indicates a typhoon to the Eastward of the Colony, (i.e., in the East quadrant, N.E. to S.E.)

A BALL indicates a typhoon to the Westward of the Colony, (i.e., in the West quadrant, S.W. to N.W.)

A CONE Point Upwards indicates a typhoon to the Northward of the Colony, (i.e., in the North quadrant, N.W. to N.E.)

A CONE Point Downwards indicates a typhoon to the Southward of the Colony, (i.e., in the South quadrant, S.E. to S.W.)

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Office of the Wharf & Godown Company.

Kowloon.

WEATHER-FORECASTS AND STORM-

WARNINGS are exhibited on the above boards,

daily about 11 a.m., and also at other hours,

day or night, whenever necessary. Informa-

tion of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL

REGISTER is exhibited at the same places daily

about noon. It contains observations made at

Hongkong and at a number of stations in the

Far East, together with Remarks, Weather-

forecasts, and information regarding the exist-

ence and movements of typhoons based thereon.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. Figg,

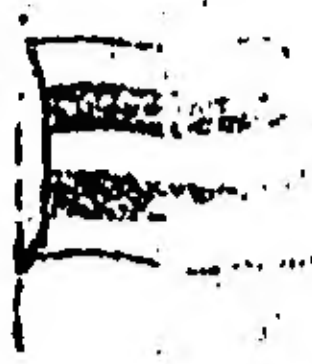
Acting Director.

Hongkong Observatory, 24th July, 1902.

Steamers.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IZUMI MARU	Kobe	MONDAY, 9th Nov., Noon.
KANAGAWA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 14th Nov., Daylight.
AKI MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 17th Nov., 4 P.M.
TAMBA MARU	Kobe and YOKOHAMA	FRIDAY, 20th Nov., Daylight.
HIROSHIMA MARU	MOJI and/or KOBE & YOKOHAMA	FRIDAY, 27th Nov., Daylight.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamer Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI,

Acting Manager.

Hongkong, 7th November, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN,

Kobe and YOKOHAMA,

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903-04.
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Shawmut	9,606	W. M. Smith	Nov. 14
---------	-------	-------------	---------

Olympia	2,837	A. Dixon	Nov. 25
---------	-------	----------	---------

Tacoma	2,812	M. Ridley	Dec. 15
--------	-------	-----------	---------

Victoria	3,502	J. Truebridge	Dec. 19
----------	-------	---------------	---------

Trenton	9,606	T. W. Garlick	Dec. 24
---------	-------	---------------	---------

Lyrat	4,417	G. V. Williams	Jan. 21
-------	-------	----------------	---------

* Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and in Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 28th October, 1903. [874d]

COMPAGNIE DES MESSAGERIES

MARITIMES.

Announcements.

S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

RATED - -
- - WATERS.

THE WATER we use is THE BEST that can be obtained, and is fully filtered on the most scientific principles.

THE MACHINERY employed is of latest design and most approved.

THE BEST INGREDIENTS only used,

GUARANTEEING
ABSOLUTE
PURITY.

ENGLISH EXPERTS
manage our Factories, and their technical knowledge and constant revision enable us to produce works of unrivalled excellence and quality.

S. WATSON & CO.,
LIMITED,
ESTABLISHED 1841.

TELEPHONE NO. 34.
SOLE ADDRESS: "ACHILLE," HONGKONG
A. B. C. CODE, 4TH EDITION
ESTABLISHED 1859

CHEE & CO.,
祥利廣
TEMPORARY STORE:
FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. Price & Co.)

AS & NEW YEAR CARDS.

FURNITURE
DEALERS.

DINING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

CTRO-PLATED,
GLASS, and
CHINA WARES.

TEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

KING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

VELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.
Hongkong, 29th August, 1903 [728d

ARMICHAEL AND
CLARKE,
ENGINEERS AND
SHIPBUILDERS,
MECHANICAL ENGINEERS AND
CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.
NAME: "CARMICHAEL," Hongkong.
Code, 4th Edition.
Standard Code.
No. 232.
March, 1903. [355e

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

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NOTICES.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to the Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOV. 10, 1903.

EDUCATION IN CHINA.

(Conclusion.)

It would be a profitless procedure to merely expose the shortcomings of Chinese education and the consequent defects of national character and life, without at least trying at the same time to point out the remedy. The easiest and probably most practical way of doing this will be to indicate certain broad lines along which it is safe to presume that education must proceed if it is to develop the national strength, the lines which education actually does follow in the nations of the day which are strong and whose strength China would like to imitate. The mistake has often been made of supposing that the work of reforming China can be effectually and lastingly done by the introduction of the appliances of modern civilization alone. One might as well artificially attach luscious oranges to a scrub tree and then boast of the fruit of the tree. Society is just as truly a vital organism as is a tree, and no fruit that is merely tied on will stand any chance of becoming permanent. Only those improvements which are the outgrowth and the natural expression of the thought, aspirations, character, and life of a people will continue to flourish in the national history. A similar mistake is made by the bulk of the Chinese reformers themselves when they assert that all that is needed is a change of rulers and revision of their laws. They overlook the fact that the rulers, under the Emperor, even in China, come from the people and possess all the characteristics of the people. The corruption of officials in China means simply that the life of the people from whom those officials spring is corrupt, that their education in practical morality is defective. A pure people could not produce a corrupt officialdom, and the only effectual way to secure a permanently pure and efficient administration is by purifying and elevating the life and thought of the people. The nations of the West have found that the strength of the nation lies in the strength of the people, and they aim to make the people strong by incorporating certain essential elements into their system of education. These elements China cannot afford to ignore if she wishes to take her place among the nations of the first rank. (1.) In the first place education in Western countries is tending to become universal. Supposing the education to be of the right type every failure to extend its influences to every member of society is recognized as an element of weakness. The right education of woman is known to be inexpressibly important. There are many things which the wives and mothers of the country should know to fit them for helping and prevent them from hindering the national growth in power. China can no longer afford to exclude this important half of her population from the privileges of such a training as shall fit them for the life they have to live, for the contribution they are sure to make to the national character and work. Then, too, these countries are a unit in extending the bounds of education far beyond the limits of the ruling class. All agree in the desirability of providing some sort of education and fitting for the farmer, the merchant and the mechanic, three great classes that carry forward the work of the nation, and give to its life that expression by means of which it comes into competitive contact with the rest of the world. Agricultural, mercantile, and technical schools are being multiplied and filled with students in all the leading countries of the world. It is even looked upon as essential to the national supremacy that these schools should be suitably maintained. Neither China nor any other country, regardless of the extent of her territory or the vastness of her population, can ever become great in this modern world, while practically restricting the privileges of education to any single class of her people, even to the class of rulers. (2.) No great nation undervalues the physical side of knowledge. A purely literary education can never make a people great. Study of, and reverence for, the laws and facts of nature are inseparably connected with character as well as with material prosperity. Nature from the first has been man's one great, effective teacher. She has not only re-

quired her office. It is doubtful if she ever will. All the civilization man has attained to, even the thoughts whose formal expression man has polished and made into literature, have been taught him first in the great outdoor school of the world. Whether or not you believe that in studying nature man is really studying the highest earthly expression of thought, certain it is that such study does have a stimulating effect on the mind of the race which no people can ignore and not suffer in consequence. And how inseparably connected with the well-being of the community is that part of physical education which deals with man's own body and his surroundings. How important that each individual, as far as possible, should know his own bodily organs, their functions, and the proper care of them. The study of nutrition, the proper exercise and development of the body, all that contributes to the health and physical happiness of mankind, cannot safely be eliminated from the curriculum of any country's educational system. Nor can the doctrines of hygiene as to the importance of cleanliness in body, clothing, homes and cities. These things have a very important bearing on national force and endurance, as well as on national ideals, which China can no longer overlook and hope to be a great nation. Just so long as she despises the farmer, the mechanic, and the merchant, and looks down on all knowledge that has not been crystallized into literature for ages, just that long will she continue to be weak. (3.) No great nation can undervalue the individual as China does. In the leading Western countries all public and private training tends to form a high estimate among the people and their rulers of the value of the individual man. It is this high estimate which is already one of the chief safeguards of society. The individual man has a value. Even the poorest, most ignorant, most depraved soul has its value, which cannot be expressed in dollars and cents. And the valuation of the individual rises with his moral power. As he is able by the force and integrity of his personal character to make himself felt in the life of the community he becomes a centre of influence, both preservative and constructive in character. The strength of the community depends on the multiplication of these centres of influence. Society recognizes the value of private character, and sees in every man a centre from which good or evil influences radiate in varying degrees, and so to varying distances. In China the individual has no value. The loss of a few hundreds or thousands of the common people through war, pestilence, or famine is not regarded as any great calamity. Everybody grins and says, "Have got plenty more." But if society is to benefit by the combined and cumulative effort and character of her millions, she must first show that she rightly appreciates the value to her life of each individual among those millions. (4.) The great peoples of the world try by every possible means to inspire in all classes a strong desire to improve. This is one of the effects, doubtless, of the close competition among the nations that have open doors for the merchandise and ideas of other nations. It is a matter of surviving or perishing. But no nation could hope to continue great if she allowed the spirit of rivalry, of desire to excel even their own achievements to die out in the minds of her people. In China there is no real desire for improvement. All classes are content to let well enough (or bad enough) alone. This is in part due to the teachings of the sages to the effect that the golden age of the country lies away back in the Chow dynasty, 3,000 years ago; and that no effort of the present or future ages can ever hope to surpass that degree of excellence, but only remotely to approach to it. Then the lines of conformity to the old order being strictly prescribed all individual initiative is stifled, and each successive generation, instead of improving on the preceding, is very likely to fall a little short of its excellence, with the result that society degenerates instead of advances. What is wanted is the cultivation in each individual of the spirit of progress, and the relieving of the individual of the incubus of the clan, which invariably acts as a dead weight to the effort of the individual in the direction of improvement. (5.) Then, too, every great people in the world is trained in the power of concerted movement. They understand the art of combination without secrecy. This is what may be called the power of social efficiency. The education of the people and all their social life is a training in national unity. This is what makes all public improvements, good roads, public water supply, the fire department, systems of municipal sewage, street cleaning and improvement, and all the public conveniences of modern life so easily possible. The people have learned how to combine effectively to secure these results. In China the whole training of the people is a disintegrating process. In the school there are no classes. Each pupil learns his lesson and goes to the teacher and recites it alone. When he studies he does so without any thought of the incon-

venience of others, but shout his words at the top of his voice for his own benefit. In foreign schools maintaining quiet in the school room is a perpetual discipline in thoughtfulness for others, a wholesome training in voluntary self-sacrifice of personal convenience and immediate profit for the good of the whole. But in China there is no such thing. And as in the school room there is no class work, so in their games there is no team work. That whole important feature of practical education is entirely overlooked. And for the results of this neglect one has only to see the inefficiency of all public service, everything in the country that requires sustained concerted action. If China is ever to have such public conveniences as good roads, a responsible police service, good streets well cleaned, and other such like desirable improvements, they can only be maintained by teaching the people the value and the art of effective and open combination. Socially at present China appears to be in the gaseous state. The component elements are excessively repellent. It is possible that tremendous pressure from the outside may crush her into a state of solidarity. But the more hopeful view would be that, through the internal application of moral and intellectual influences, the affinities of the disintegrated parts may be greatly increased, and the Chinese people may become a unit, 300,000,000 strong. (6.) One final word of caution needs to be uttered in the ears of the agitators in favour of reform. It is that no nation can be great in which the spirit of self-will and insubordination is predominant. Only that nation is secure whose people believe in the ultimate justice of the Government and are willing to submit themselves to the limitations and control which Government necessarily imposes upon the individual. The spirit of obedience is an element of strength in any people, the spirit of self-will is an element of weakness. It is to be feared that the rising generation of reformers in China do not estimate aright the necessity of the spirit of subordination to national greatness. They are in great danger of misconceiving the spirit of liberty that pervades the modern Western nations. They are in danger of supposing that freedom means an absence of all control. They need to learn that freedom is really only the voluntary submission of the individual to the best laws that can be devised for the good of the whole community. As society advances from the savage state to one of higher civilization the individual progressively gives up more of the right to do as he pleases, and in return for the security and other advantages, which a well-organized society bestows on him, submits himself to a greater multiplicity of restrictions and control. And the measure of a nation's civilization may well be gauged by the complexity of the laws to which the people render willing obedience. The law-abiding capacity of a people may be taken as the measure of their advancement. It is to be feared that much of the aversion to control that is manifested by the younger generation, who are longing for better things in China, is due to innate tyranny in themselves and to a misapprehension of the motives which actuate those whose business it is to control. It would appear that every Chinaman is at heart oppressive, and so he suspects everybody else of being the same. He does not relish the idea of submitting to a rule that in his own hands he knows would be oppressive. So he submits, not willingly, but only so far as he must. He has yet to learn the great lesson which nature has been teaching the race since the dawn of human history, that the learning of external law and adopting it as one's own is in reality the secret of attaining to the highest mastery whether of self, of external nature, or of one's fellowmen. It is only to the man who learns her laws and renders them implicit obedience that physical nature lends her forces of steam, electricity, and mechanical transmission and adaptation to do his service. It is only the man who learns and obeys the laws of his own nature that attains the fullest development of his powers. And it is the man who studies and adopts, as regulative of his own life, the laws of human nature that secures a lasting ascendancy over the thought and lives of his fellowmen. There is nothing demeaning about a free man submitting to the severest discipline and other great limitations of his own free action for the sake of the whole community. It is a part of the highest culture and the best freedom to be able to do so. These are some of the lines along which the newer education in China must proceed, if it is to succeed in saving the country for its own people and giving them a high place among the nations of the earth. That this can be done only through the kind of education which we have tried to indicate we believe to be incontrovertible. That it can be done through this means we firmly believe. In this hopeful view is the sensible view. Education in the sense in which we have been treating of it means "a leading out." It implies a plastic nature, with a fibre to it capable of being led out. The Chinese have some splendid characteristics. They

are patient, industrious, frugal, intelligent. They are certainly capable of education, even in the sense that puts the greatest strain and test on the character that is being educated. We have dealt largely with underlying principles, with broad outlines. The practical application of the principles and the filling in of the outlines must be largely the work of the Chinese themselves. The world is looking on with intense interest to see how they will do it.

CURRENTLY REFORM IN CHINA.

The progress of the American International Commission on currency reform has been most carefully watched by all who take any interest at all in commercial affairs. To us, in Hongkong, the success or failure of the Commission's visit to China will mean either that the Colony will be freed from the incubus of servility to China's old-time currency system or that the yoke will press more heavily upon the trade of the Colony. The stagnation in every department of trade, whether it be the shipping or that of stock-dealing, has long been the subject of universal complaint. The revival of business is looked forward to only with the establishment of the Colony's currency on a stable basis. Since it is argued that that currency must be indissolubly wedded to that of China, it will be cause for satisfaction to those who are the consistent advocates of reform to learn that the American Government has, through Sir Cheng-tung Liang Cheng, engaged Sub-Prefect Sze to be attached to the staff of Professor Jenks, who is now delegated to visit China and Japan on a mission relating to the exchange of gold and silver. According to the *China Gazette*, Professor Jenks and Sub-Prefect Sze are expected in Shanghai in the course of a few weeks from Japan and they will go to Canton, Nanking, Wuchang and Tientsin to consult with the Viceroy and Governors of these places. Thence they will proceed to Peking to discuss the question of monetary reform of China. Sub-Prefect Sze is a graduate of the St. John's College, Shanghai, from which he went to America with Minister Yang and graduated from Cornell University, where he studied diplomacy, law, politics and political economy. Wu Tung-fang recommended him to the Chinese Government for employment and he was appointed as adviser on foreign affairs in Hupoh. He went from there to America with the last batch of Chinese students as superintendent of studies.

LOCAL AND GENERAL.

The English Mail of the 10th October was delivered in London on the 7th inst.

If you want first class developing and printing go to LeMunyon. Also strictly fresh film.—*Advt.*

A Chinese pickpocket, who stole \$10 from a *Blanche* stoker, asleep in the Soldiers' Club was this morning sent to prison for six weeks and ordered to be placed in the stocks for four hours.

H. M. SHIPS *Virago* and *Sparrowhawk* are expected shortly to join the China Squadron. The *Virago* will be recommissioned for the Australian Squadron, and the *Glory*, after docking, will be recommissioned for the China Station.

If you want a first class photo of yourself you can get it at LeMunyon's.—*Advt.*

The Interport rifle match will be fired by the Hongkong team to-morrow, commencing at 2.45 p.m. The following is the team:—Colour-Sergeant Cross, R.M.L.I.; Sergeant-Instructor Davies, R.M.L.I.; Sergeant Griffiths, R.M.L.I.; P. O. Chase, Sergeant Thornhill, Corporal Angus, R.E.; Sapper Robertson, R.E.; J. Parkes, R. Lapsley, and G. P. Lammer. Reserves; W. Pitt and A. Watson. Umpires: A. Chapman, J. Grant, and D. Macdonald.

If you want fresh film and good film, you can get them at LeMunyon's; they are guaranteed.—*Advt.*

The river steamer *Heungshan* went alongside the Cosmopolitan Dock to-day and will be drydocked, shortly, for the usual annual overhaul. She is temporarily replaced on the Macao run by the *Ionan*. The travelling public would, however, have been better pleased had the Steamboat Co. put her sister-ship, the *Kinshan*, on the Macao line during the time the *Heungshan* is in dock. The Macao trip is a largely appreciated one, and public convenience would be better served by a newer boat than the old *Honam*, good as she is.

We have received from Mr. C. W. Clark, the well-known photographer of No. 2 Lee House Street, a picture of the Birthday review in Happy Valley yesterday. The view is taken from a high point of vantage and is perfect in every respect. The panorama of the parade ground with the troops drawn up for inspection, the dense cosmopolitan crowds and the magnificent background of fir-covered hills is of real artistic merit, and will be welcomed by all those who took part in this review, or who assisted as spectators, as a valuable souvenir. The pictures are printed on mat paper and undergo a process which prevents all risk of fading.

We are still doing business at 31, Des Voeux Road, LeMunyon's.—*Advt.*

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A BUILDING DISPUTE.

IN COURT.

The Puisne Judge, His Honour A. G. Wise sat at the Supreme Court this morning and heard an action brought by Wong U. Kai, a trader, of 57 Hollywood Road against another trader, named Wong Choi Lam, and who resides at 83, Bonham Strand, to recover the sum of \$838.13, being half the cost of pulling down and rebuilding the party wall between Nos. 63 and 71, Jervois Street.

Mr. G. K. H. Burton, on behalf of the plaintiff, pointed out that his client owned No. 71, Jervois Street, while No. 69 belonged to the defendant. Plaintiff's premises had been pulled down, and an agreement was made to the effect that whatever the half cost was in connection with the pulling down and rebuilding of the party wall, it should be borne by defendant. Therefore, the only point in dispute was whether the money had or had not been paid.

Mr. D'Almeida e Castro, for the defence, would not admit the agreement in question, and urged that his client did not know the plaintiff, and had never contracted with him respecting the wall.

Evidence was called by both parties, and Mr. Justice Wise eventually gave judgment for plaintiff with costs.

"SWIFT" OR "HOI CHING?"

A somewhat peculiar case was brought to the notice of Mr. Sercombe Smith this morning when the master of the *E. Yuen* ship was charged with a breach of the Opium Ordinance in giving a false and incorrect name of a steam-launch when applying for a permit to export the drug.

Mr. H. Hursthouse, of Messrs. Denny and Bowley, appeared on behalf of the prosecution, and the defendant was represented by Mr. J. S. Harston, of Messrs. Ewens and Harston.

In placing the case before his Worship, Mr. Hursthouse said that the charge was brought under section 19 of Ordinance 22 of 1887, and, shortly, the facts were, that a policeman boarded the s.s. *Swi* and found the opium in two chests bearing certain marks corresponding with those in an application signed by the defendant, for shipment on the *Hoi Ching*.

Sergeant Boole, a boarding officer, deposed that on the 31st ult., he went on the *Swift* and found two chests of opium, and as the result of inquiries made at the Imports and Exports Office the drug was seized.

A clerk in the Imports and Exports Office stated that on the 29th ult., he issued a permit to ship the opium on the *Hoi Ching*.

As a preliminary objection, Mr. Harston contended that the prosecution had failed to show, that to the knowledge of the person making the application, the document was false or incorrect.

Mr. Hursthouse replied that it was impossible to call a witness to testify as to defendant's state of mind at the time of making the application. Further evidence was called as to this point and.

His Worship ruled that the knowledge of the incorrect application had been brought home to the defendant.

For the defence, Mr. Harston called the owner of the *Hoi Ching*, whose testimony was to the effect that he recently issued a circular regarding the sailing date of the vessel by which defendant arranged to ship two chests of opium. A photograph was handed him, and witness said it was a picture of his ship, but when it was pointed out that the name "Swift" appeared on the bridge and other places he explained that it was not at all unusual for a ship to have two names.

His Worship, while pointing out that technically speaking, the defendant had committed an offence under the Ordinance, it was evidently due to the notice issued regarding the sailing date of the vessel and defendant believed the *Swift* to be the *Hoi Ching*. He would be fined \$5, and the opium would not be forfeited.

SHIPPING AND MAILS.

MAILS DUE.

German (*Preussen*) to-morrow.
Australian (*Changsha*) to-morrow.
American (*Nippon Maru*) 12th inst.
German (*Prinz Heinrich*) 12th inst.
Tacoma (*Olympia*) 14th inst.
French (*Armand Belin*) 16th inst.
American (*Siberia*) 20th inst.
Australian (*Eastern*) 21st inst.
Indian (*Lahang*) 23rd inst.
Tacoma (*Tacoma*) 4th prox.

The P. & O. S. N. Co.'s s.s. *Ma-lu* left Singapore for this port on 8th inst., at 6 a.m.

The S. N. Co.'s s.s. *Tarlar* from Hongkong, on 7th ult., arrived at New York on 8th inst.

The E. & A. Co.'s s.s. *Eastern* from Sydney, &c., left Port Darwin yesterday, for this port via Manila.

The C. N. Co.'s s.s. *Titanic* left Kobe for this port on 9th inst., and is expected to arrive here on 16th inst.

The C. N. Co.'s s.s. *Wuchang* left Hio for this port yesterday, and is expected to arrive here on 12th inst.

The C. M. Co.'s s.s. *Ningchow* from Tacoma, Victoria, and Seattle left Moji 9th inst., a.m., and is due here on 13th inst.

The I. C. S. N. s.s. *Liaison* left Calcutta for this port via the Straits on 7th inst., and may be expected here on 23rd inst.

The M. M. Co.'s s.s. *Armand Belin* with next French Mail left Singapore yesterday, at midnight, for this port via Saigon.

The C. N. Co.'s s.s. *Hupoh* from Cebu and Hio, left Hio for this port on 9th inst., and is expected to arrive here on 13th inst.

The N. Y. K. s.s. *Kanagawa Maru* (European Line) left Shanghai for this port yesterday, and is expected to arrive here on 14th inst.

The C. P. & S. Co.'s s.s. *Albatross* arrived at Nagasaki at 4 p.m., on 9th inst., and left again at midnight same day, for Kobe, where she is due to arrive at 9 a.m., on 11th inst.

The C. N. Co.'s s.s. *Changsha* from Australian ports was delayed in Manila on account of bad weather, but left there on 9th inst., and is expected to arrive here on 11th inst., p.m.

The P. M. S. Co.'s s.s. *Siberia* with mail, &c., from San Francisco to the 23rd ult., via Honolulu, has arrived at Yokohama, on 9th inst., 2 days ahead. She sails again from Nagasaki direct to Manila on 13th inst.

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THE "EMPRESS"—"KWANG TAI" COLLISION.

PROCEEDINGS IN ADMIRALTY.

Shanghai, 6th November.
Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice and Commander Moore, R.N., H.M.S. Sirius, Naval Assessor.
The Imperial Chinese Government, the owners of the cruiser Kwang Tai v. the owners of the steamer Empress of India.

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Platt for the defendant company.

Mr. White Cooper handed in an Admiralty chart of the Coast of China near to Hongkong and in reply to the Court Counsel said that he proposed to leave the Court to mark thereon the position of the wreck.

His Lordship granted leave to Counsel to correct two clerical errors in paragraph 4 of the petition, Mr. Sharp offering no objection.

Mr. White-Cooper then read the following petition.

The petition of the Plaintiffs shows as follows:—

1.—Plaintiffs are the owners of the cruiser Kwang Tai of 2,200 tons register which at the time of the event hereafter referred to was on a voyage from Shanghai to Hongkong and Canton manned by a crew of 178 hands, all told and carrying in addition to her proper armament guns and munitions of war for the Imperial Military forces in Canton and six passengers.

2.—Defendants are the owners of the British screw steamer Empress of India.

3.—The Kwang Tai left Shanghai on the 13th August, 1903, at about 12.15 a.m., anchored at Guttsan the first night and next morning at 5 o'clock started again. Anchored again at Fu Yam Island on the 15th August, 1903, about 7 p.m. and left on the 16th August, 1903, at 7.30 a.m. and started for Hongkong.

4.—At 10.38 p.m. on the 17th August, 1903, sighted the Cape of Good Hope light, and at 10.54 sighted Breaker Point light proceeding at the rate of about nine knots. The Kwang Tai had her regulation lights properly fixed and burning brightly and a good lookout was being kept on board of her. The weather was dark but clear. The course was West by South 4 South which would take the cruiser straight to Pedra Blanca Island. At about 10.45 p.m., the lights of a steamer astern were sighted at a distance of about 8 or 9 miles.

Those on watch saw the two masthead lights in a direct line. This steamer afterwards proved to be the British steamer Empress of India. There was no vessel ahead. The red and green lights of the Empress of India became visible concurrently when she was at a distance of about 2 or 3 miles.

5.—The Empress of India was seen rapidly overtaking the cruiser Kwang Tai, and the Kwang Tai kept her course without alteration until after the collision occurred. The Empress of India did not alter her course or speed but came straight on crashing the Kwang Tai, striking the Kwang Tai on the port quarter with her starboard bow and grazed along the side of the cruiser smashing her boats.

Immediately after the collision the helm on the cruiser was put hard a port and the engines were stopped. The Kwang Tai then sheered off to starboard and the Empress of India to port striking the cruiser with her starboard propeller and inflicting injuries to her which caused her to sink in about two hours' time after the collision, off Breaker Point position bears N. 82° Mag., distance 15 miles. The collision occurred at about 11.50 p.m.

6.—After the collision the Empress of India stopped at a distance of about two miles from the cruiser and stood by to render assistance.

7.—The cruiser blew her whistle for assistance and the Empress sent a boat and subsequently two large boats in which and in the boats of the cruiser 166 out of the officers and crew and five of the passengers were saved.

8.—The pumps of the cruiser were set to work immediately after the collision but the water gained on them rapidly and at about 1.50 a.m. on the morning of the 18th Aug., 1903, she heeled over and then sank by the stern carrying down with her Commander Chee Fung Yee, the 4th engineer, seven able-bodied seamen, two boys and one stoker and one passenger.

9.—A good lookout was not kept on board the Empress previous to the collision.

Plaintiffs therefore pray—

1.—That the plaintiffs have judgment against the defendants for the damage occasioned to them by reason of the collision and for costs.

2.—That the bail given by the defendants be in such damages and costs.

3.—That the amount of such damages may be referred to the Registrar for his report.

4.—That the plaintiffs may have such further or other relief as the case shall require.

Defendants to this petition are the Canadian Pacific Railway and Steamship Company.

ANSWER.

In answer to said petition the Defendants say as follows:—

1.—The Defendants are the Canadian Pacific Railway Company whereof the head office is at Montreal in the Dominion of Canada. The Defendants are the owners of the Royal mail twin screw steamship Empress of India, registered in London, of 6,000 tons gross burden, and subsidised by the Commissioners of the Admiralty for service as an armed cruiser. At the time of the events hereinafter mentioned she was on a voyage from Woonsoong to Hongkong, manned by a crew 233 hands all told.

2.—On Monday, 17th August, 1903, at about 9.45 p.m., the Empress of India had just passed the Lamock Islands. The night was dark, the weather was fine, the wind was light; the Empress of India was proceeding at a speed of about 14 knots an hour through the water; her regulation lights were duly exhibited and burning brightly and a good lookout was being kept. In these circumstances, those on board observed at a distance ahead of about 8 miles a white light which proved to be the starboard light of the Kwangtai.

3.—As the Empress of India proceeded, the white light gradually opened out on her starboard bow, until, as she was about to pass the Kwangtai, the white light suddenly began to close in and the Kwangtai was observed to be turning to port across the course of the Empress of India. Immediately thereafter the Kwangtai's red light appeared and (the Kwangtai continuing to swing round with great rapidity) her port bow struck the starboard side of the Empress of India near the break of the fore-castle. When the Kwangtai changed her course as aforesaid the Empress of India was heading in a direction divergent from the course of the Kwangtai, and if the Kwangtai had kept her course and speed, the Empress of India would have passed her in ample safety at a distance away of quarter of a mile, or thereabouts. The collision occurred about 15 miles E. by S. of Breaker Point at about 11.48 p.m.

4.—The Empress of India took all proper measures to avoid the collision and to minimise the force and effect of the impact, and to render assistance to the Kwangtai afterwards. Immediately when risk arose through the Kwangtai changing her course as aforesaid, the Empress of India's helm was put hard a starboard and her port engine was reversed full speed, and those on board her, perceiving that collision could only then be avoided by the Kwangtai porting, repeatedly hailed her so to do. After the collision the Empress of India stood by the Kwangtai until she sank at two (2) next morning and the Empress of India remained at the scene of the collision for some hours afterwards.

5.—To those on board the Empress of India it seemed that the Kwangtai must have negligently failed to observe, until close thereto, a junk which was on her port bow, and that those on board the Kwangtai must have lost all presence of mind. The junk was not in the Kwangtai's way, and if she changed her course for the junk, as was unnecessary, she ought to have ported instead of starboarded.

6.—A good look-out was not kept on the Kwangtai.

7.—The Kwangtai, though the overtaken vessel, neglected to keep her course.

8.—The Kwangtai improperly starboarded her helm.

9.—The Kwangtai having starboarded her helm as aforesaid, improperly persisted in swinging around to port, though such action rendered the collision, certain, and though the collision would have been avoided by the Kwangtai porting.

10.—The Kwangtai improperly attempted to cross ahead of the Empress of India.

11.—The Kwangtai gave no whistle or signal or warning of any kind to the Empress of India to indicate the said change of course.

12.—Both before and after the collision the Kwangtai was navigated in a reckless and improper manner.

13.—Those on board the Kwangtai neglected, to comply with the established practice of seamanship and violated the principles of the general maritime law, and particularly of articles 21 and 29 of the "Regulations for Preventing Collisions at sea."

14.—By reason of the collision damage was suffered by the defendants to an amount exceeding \$50,000.

15.—The collision was not caused or contributed to by any improper conduct on the part of the Defendants or their servants; it was solely occasioned by the negligent navigation of the Kwangtai as herein before shown.

16.—In any event the defendants deny liability in respect of the alleged loss of life on board the Kwangtai.

17.—Save as aforesaid the Defendants deny all the allegations contained in the petition.

The Registrar of the Court then read the Preliminary Acts of the two ships.

His Lordship asked whether the course W. by S. 4 S. mentioned in the petition was magnetic.

Mr. White-Cooper said it was magnetic and the difference between magnetic and true course was five degrees or half a point.

After some further discussions, Mr. Sharp said that in answer 7th in the Preliminary Act the course was true. He did not object to his friend amending the Preliminary Act by inserting the word 'true.'

Mr. White-Cooper, in opening the case for the plaintiffs said that they were there on that occasion to ascertain whether or not the owners of the Empress of India were responsible for the unfortunate collision with the Imperial Chinese cruiser Kwang Tai which resulted in 13 lives being lost. This model gave an approximate representation of the cruiser, but it had not been made according to any scale and he merely put it in, so that the Court might see the style of the vessel, her build, etc. It was not made to scale but otherwise the model was a correct representation of the cruiser. She was a composite cruiser, built at the Foochow Arsenal and launched some 15 years ago. (Counsel here gave the dimensions of the cruiser, her engines, armaments, etc.) Her ordinary speed was 9 to 9½ knots, but she could make 10 knots and on one occasion when she was conveying Viceroy Chang Chi-tung she made 12 knots. She possessed steam steering gear which was worked from the bridge. She was under the command of Captain Chee Fung Yee, an experienced naval officer who had been 20 years in the Chinese Navy, and who unfortunately was one of those who perished. The Captain was a man of about 30 years of age and had been in command of the cruiser for about six months when the collision happened. Previous to holding this command he was in another man-of-war named Sei Kee. (Counsel here detailed her complement of officers and men—178 all told.) In addition to this she was carrying six gentlemen who were friends of the Captain as passengers to Canton.

On the occasion of her disastrous voyage she was also carrying arms and ammunition to Canton to assist the authorities in quelling the rebellion there. The collision occurred on the night of Monday, 17th August. On this night everything seemed to be

in favour of safe navigation. The weather was clear and though there was no moonlight every thing could be seen a long way off. There was practically no wind and the two ships were proceeding to the same destination, Hongkong. Those on the Empress must have seen the cruiser about 30 miles from the scene of the collision or must have been watching her for about a couple of hours. The cruiser saw the Empress about 10.45 p.m. so that the former only saw the latter for an hour. At this time the cruiser was proceeding at the rate of 9½ knots and the Empress 14 knots and she would therefore have gained on the cruiser something over four knots an hour. There was ample sea room, and it was not the case of one ship overtaking another in narrow water. It was true that there was a number of fishing boats about, but there was no question of ample sea room. The course of the two ships was, as nearly as possible, parallel, which one might expect in the case of two ships proceeding to the same destination.—*Shanghai Mercury.*

RANDOM JOTTINGS IN MACAO.

THE CITY.

A curious old city is Macao, with its half Portuguese, half Chinese aspect; its variously tinted colour washed and stuccoed houses, and hilly narrow streets and alleys, paved with granite cobble, whereon the richkas rattle in a manner distracting to the mind but doubtless excellent for the liver. Some of the streets, especially in the purely Chinese quarters, are not only very narrow but crooked also, and the houses at the angles of peculiar outline; in fact, few houses in the older parts of the city are anything like rectangular in plan.

Macao lies, roughly speaking, forty miles west of Hongkong, which for various reasons has usurped the trade and prosperity of the former place, partly owing to the shallowness of the sea and the fact that the harbour is very small and gradually but surely silting up with the mud brought down by the West River, and partly, no doubt, to the lack of energy and enterprise of the lethargic Portuguese Government. The houses, now private residences, which belonged to the East India Company in the palmy days of the Colony, still stand on the Praia or sea-front, the walls thick and the windows barred heavily with iron, though this is usual with most houses in Macao.

Many of the windows in the colony are filled in with small pieces of split oyster-shell in lieu of glass, framed together in wood, which gives them the look of the old-fashioned leaded sashes. Both Chinese and Portuguese seem fond of ornamental plaster-work, most houses being stuccoed, as native brickwork will not stand the weather without protection. Variegated pavements of gray granite picked out in white patterns with quartz are much in vogue, and together with the enormous heavy double-tiled roofs of some houses and the flat tops of others, some used as flower-gardens and others as drying-grounds for clothes, grain and fish, give the city a quaint appearance, to which the small windows with their venetian shutters contribute. Numbers of houses scattered over the city have quite a nice bit of garden, some with two or three fine old trees and bamboo clumps, and owing to the steep and irregular nature of the ground one may be standing in a street with a garden many feet below on one side, and an ancient crumbling wall perhaps twenty feet high on the other, over the top of which peep the bushes and plants of another garden.

WATER-SUPPLY.

Macao depends for its water supply entirely on wells, many of them very deep. Almost every large house has two or more wells, sometimes right under the building itself, with the opening in one of the basement-rooms, an arrangement possibly convenient and blessed by the confite, but hardly in accordance with modern sanitary ideas. It is very common practice to keep two or three fair-sized fish in these wells, which, it is supposed, keep the water clean. No doubt, they prevent mosquitoes breeding.

The air of Macao is very free from smoke and smuts, as there are few fireplaces in the houses, and cooking is done with Chinese "chatties" and charcoal; nor is the harbour crowded with steamers and launches belching the black smoke, as is the case at Hongkong and Shanghai. During the few really cold days of the north-east monsoon one misses the cheery look of the open fire quite as much as its heat, but the natives merely shut all doors and windows and heap on clothing. The Chinese then put on two or three pairs of trousers and half-a-dozen jackets, but still often go with bare feet.

PEOPLE.

The Portuguese residents seem to lead an easy-going if monotonous existence; the chief events of the day being the departure and arrival of the Hongkong steamer, and when the military band plays in the evening; the band deserves well of its audience, but I have never heard them applaud even its best efforts; perhaps it would be bad form. There are no business houses nor manufactures except native, and these small and unimportant, such as joss-stick and fire-cracker making. What trade Macao still possesses is chiefly in the export of fish, vegetables (especially potatoes) and fruit which Hongkong consumes, and eggs which go to Manila. Dried shrimps and prawns, cured in the sun on the flat roofs of the houses lining the harbour, are sent to San Francisco.

Neither the police nor the soldiers seem overworked or harassed with excessive drill; though their pay is said to be very small they appear contented enough, many of the soldiers acting as police auxiliaries. The sentry at the various guard-rooms scattered over the city is not in bondage body and soul to a cast-iron military discipline which knows no relaxation of regulations to suit climatic conditions; when tired of standing or pacing to and fro, like a sensible man he sits down. At intervals, and whenever the Governor passes, he gives a long sustained shout, supposed to be "Alerta!" which means he is on the *qui vive*, but it has

evidently degenerated from older days, for it is now but an unintelligible bawl.

CONVICTS.

Chinese convicts, heavily ironed in pairs [Note.—By a recent order the chains have been done away with.—Ed.] and attended by a couple of guards, pass along the Praia to do various work for the barracks, carrying water, etc. However, they are not so strictly disciplined as in other places; they pick up cigar and cigarette ends without let or hindrance, and talk and joke amongst themselves.

GAMBLING.

Macao is the great place for gambling at fan-tan (in newspaper diction it is the Monte Carlo of the Far East). This has so often been described it is unnecessary to do more than refer to it. There are, however, many forms of gambling carried on, one in which paper tickets printed with the Chinese numerals are used, and coolies may be seen in the streets daubing the numbers they fancy with ink, or burning them with the ever-ready joss-stick.

At the present time stern-wheel junks or passenger-boats, crammed with natives, ply between Canton and Macao and the intervening towns on the creeks, but they are said to be decreasing in number, their place being taken by launches. These boats are worked by gangs of coolies treading on steps after the fashion of a treadmill, geared by side-rods to the paddle-wheel. I believe passengers often pay their passage by doing so much "time" on this mill.

MENDICANCY.

One sees very little of Chinese beggars in Hongkong and Shanghai, but there are many of them in Macao, some suffering from hideous mutilations and diseases, chiefly of the legs and feet, and skin eruptions of every description, which is not surprising considering the filth through which the coolie class walk barefoot, not to mention their personal uncleanness. All sorts of eye diseases are exceedingly common. These beggars lie by the roadside or besiege the shop doors, where they are very persistent and annoying, though the native shopkeepers do not seem to mind their hanging round the premises. Many blind and semi-blind persons tap their way along the street, some striking a small gong at intervals.

INDUSTRIES.

The waterfront of the harbour is strewn with piles of fish of many varieties, pigs in the usual bamboo cages, ducks and fowls in crates or tied in bunches by the leg, and mysterious native "chow" concoctions, spread out on the dirty ground to dry in the sun, women and children salting and scaling fish, firewood choppers and the general mob of pedlars, richkas-men, loafers and sumpam-people, most of them shouting and bawling their loudest. The whole waterfront reeks of fish: fresh, salt and decayed, mostly the two latter. The various fishing industries are interesting, particularly the mudlarks who sledge along the mudflats at low tide catching the so-called walking-fish, but to describe them would be outside the limits of this short article. Perhaps the native occupation which most impresses, and concerns, the European is that of the washerman. The destructive creature haunts the sea-shore, where the large boulders make convenient drying-areas. His stock-in-trade consists of a large smooth-topped mass of granite, a small boulder and some water, the colour of which element does not trouble him. He wets the clothes and dashes them on the rock, repeating this process till they are "finished," armed with the small rock he fears no stain however stubborn, but pounds it out on his washing-stone.

SAN PAULO.

The forts are perhaps the oldest buildings in Macao, but the chief ancient ecclesiastical building is the Convento de S. Paulo, of which little is now left but the wall of the eastern facade, fairly perfect, a fine flight of granite steps leading up to it, and about six or seven feet in height of the walls of the nave, which appear to have been made chiefly of adobe or concrete. The east end is of regularly laid and dressed granite, with pillars and carvings on the outer face, and recesses or alcoves in which there still remain life-size bronze statues. The interior of the nave is filled with mounds of rubbish, and is a grazing place for fowls and pigs. The flight of steps, now broken and grass-grown, is used by the Chinese as a convenient place to dry joss-sticks. The structure was built in 1603, about fifty years after the founding of the Colony, it is said by Japanese workmen, and was burnt down in the early part of 1835.

CAMOENS' GROTTTO.

Camcoens' Gardens, where the Lusitanian poet lived in exile, contains a bronze bust of Camcoens, and several granite slabs with verses in praise of the poet and Macao by various authors. Some of the lines lauding the place are, perhaps, rather highly coloured; the sea at Macao is rarely an amethystine blue; more often it reminds one of pea-soup, due chiefly to the mud brought down by the river. Camcoens' Gardens contain a few fine trees, and shade in South China is not to be despised. A few foreigners sometimes visit the place, but it is usually deserted. The Portuguese authorities are certainly doing well in the matter of tree-planting and laying out gardens, but the country round Macao is, on the whole, very bare and sun-scorched. The Chinese are utterly and wantonly reckless in their habits of cutting and destroying trees and plants for fuel.

THE CHURCHES.

The Colony possesses many modern churches, but they are plain and generally ugly stuccoed structures, though some are of large size. Bells seem to be ringing nearly all day at one church or other, calling the faithful to prayer, the worshippers seeming to consist chiefly of women wearing black cloaks over their heads. There is good store of monkish and priestly brethren, whose processions on the many Saints and Holy days are the excuse for crowded excursion steamers from Hongkong, the larger functions being showy and impressive with the rich vestments of the priests and the silver images from the churches. Macao, during the late Spanish

American war, was the refuge of several hundred priests of various denominations from Manila and the Philippines generally, who are said to have brought such vast wealth with them that the banks in Hongkong, though they took it into their custody, refused to allow interest on it.

The Portuguese, or Macanese as they are called in this colony, have very friendly relations with the Chinese community, and probably the chief reason is because the majority of the former speak Chinese like natives, which is of course a potent factor towards a good feeling between the two peoples. The French are said to look on the colony with covetous eye, not for itself, but doubtless with a view to a sphere of influence including Canton, and their gunboats are now constantly in the harbour.

But Macao is quite contented as she is, and it is to be doubted if any other nation would live as peacefully with the neighbouring Chinese as do the present owners of the colony.

It is said they are going to dredge the harbour—sometimes; that Macao is going to be lighted by electricity—sometimes; and that a railway is to be built from Macao to Canton—also sometimes! It may be so: the old order of things changes, and rivals have lately appeared on the run of the time-honoured Hongkong-Macao steamer; but let us hope for the sake of the peace and picturesqueness of the colony that the threatened innovations will only come, as the Portuguese say, "to-morrow!"

THE JUBILEE MEMORIAL.

Following is a verbatim report of the speeches in connection with the handing over of the Jubilee Memorials last Saturday a lengthy account of which appeared in our issue the same day:—

Hon. Sir Paul Chater said—Your Excellency, ladies and gentlemen—The Committee formed for the purpose of securing for this Colony an adequate and suitable permanent memorial of the late Queen Victoria's Diamond Jubilee—of such few of them as are left after a six years' interval—have invited your Excellency to meet them here to-day to take over, as head of the Government, this building and new road recently constructed. The committee was formed in 1897 to consider what form the memorial subscribed for by a loyal population should take, and how best to carry their wishes into effect, and now, in the closing months of 1903, having brought their labours to a satisfactory conclusion, they ask to be relieved of their responsibilities. After much discussion it was agreed to have two memorials, one, in deference to the late Queen's well-known predilection for works of mercy, to take the form of a Hospital, and the other, to meet a widely expressed wish, to be a carriage road to encircle the island. These works were to be commemorated, in a lasting manner, the sixtieth anniversary of her late Majesty's glorious reign. As the scheme for this commemoration originated during the administration of your Excellency's predecessor, Sir William Robinson, I think it will be both interesting and appropriate to briefly recapitulate the circumstances attending the inception of the plan and subsequent creation of these public memorials of the gracious Lady who may be justly described as the greatest Queen in history. I will go back to the commencement, when it had been resolved to worthily celebrate, in an enduring manner, this great occasion. Subscribers were invited from the community in 1897 on the understanding that a Hospital for Women and Children and a Nursing Institute should be erected, and that the first section of a road to encircle the main portion of the island of Hongkong should be constructed. These works, I am glad to say, have now been completed, so far as the Hospital and the section of the road are concerned. Many difficulties, which could not have been foreseen by the Committee, have been encountered, necessarily delaying the work, but, as will be seen, they were overcome at length, and we now have the pleasure of recording their completion. The amount available from the sum subscribed, after defraying the cost of the local celebrations of the event, was \$182,424.00, and this was divided equally between the two projects, giving for each \$91,212.00. I propose for the sake of convenience to deal separately with them, and will refer first to the Hospital. The scheme originally provided for the erection of a building in the grounds of the Government Civil Hospital, and included a Nursing Institute, which was to form an adjunct of the staff quarters of that institution. Competitive designs were invited, and were in due course sent in by the local architects, but before any decision had been arrived at regarding these, a letter was received from the Principal Civil Medical Officer urging that the proposed Hospital should be erected at the Peak and suggesting that "Craigieburn" might be acquired for the purpose. This letter was considered by the committee, and though the suggestion for the purchase of "Craigieburn" was not adopted, there was a consensus of opinion in favour of acquiring a site on the higher levels instead of erecting the building in the Civil Hospital compound. A resolution to the effect that a site not lower than Robinson Road should be selected was accordingly carried. Some difficulty was experienced by the committee in finding a desirable site, but fortunately Barker Road was then under construction, and after examination of those sites available, it was decided to apply to the Government for the ground on which we are now assembled. You, Sir, readily consented to grant the site, and the committee then concentrated its energies on securing the best building possible for the funds at its disposal. Owing to the greater cost of building on the high levels, and the necessity of providing quarters for the staff required, the Committee found that the funds were not sufficient to erect both the Hospital and the Nursing Institute as well. It became necessary, therefore, to refer the matter to the Government, and your Excellency, recognising the difficulty, kindly consented to recommend to the Secretary of State for the Colonies that an

adjunct to the Government Hospital, erected for a Nursing Institute, having been obtained, and, now completed, it remains for me to carry out your Excellency's wishes and speaking for the Committee, will be lost in bringing the scheme to an end by erecting this adjunct. Having reached this stage, it was hoped that the fulfilment of the scheme for the Hospital would proceed without impediment. The plans and estimates had been prepared by Messrs. Palmer and Turner whose original design was considered first in order of merit in the competition which had been held for a building in the Civil Hospital grounds; but when tenders were invited they seemed so far in excess of the estimates that it seemed impossible to proceed further. After much trouble a tender was finally obtained at a rate within the funds at the disposal of the Committee, and the work has now, as you see, been successfully completed. The total expenditure upon the Hospital and quarters has been \$118,891.05, and with the interest which has accrued on the principal, we have been enabled practically to meet this sum. There have, however, been some extras incurred—as is the case in every large building—which you, Sir, have kindly undertaken, on the part of the Government, to defray, our funds being absolutely exhausted. Turning now to the Road, as I have already stated, one-half of the fund amounting to \$91,212.00, was allotted for the making of a road, a considerable period was spent in the making of surveys and preparation of estimates, which were carried out by the Public Works Department, under the guidance of the late Director, Mr. R. D. Ormsby, the work extending from Kennedy Town via Aderdeen, Stanley and Tyantuk to Shaukiwan. When this preliminary work had been completed, Mr. Ormsby reported very unfavourably upon the section of the road which it was proposed to make out of the fund, namely, that from Kennedy Town to Aderdeen, whilst Major-General Black, then General Officer Commanding, raised serious objection to its construction on military grounds. Several ineffectual attempts were made locally to overcome the opposition to the scheme, and finally an appeal to Downing Street on the subject became necessary. This appeal was successful, but the sanction for the construction of the road was hampered in its being laid on a higher level than was originally intended. The carrying out of this scheme was entrusted to Messrs. Denison, Ram and Gibbs, who devised a suitable route for the road, and tenders were received which came within the means apportioned to it, and the work has been satisfactorily concluded. Having thus contributed this section of the Jubilee Road, we now look to the Government to take in hand the completion of the project for a high road, which will practically encircle the island, opening up all its many beauties to lovers of scenery and of nature. The total cost of these two works has been \$224,103.25, and I may here point out that the delays and difficulties encountered have not been without some compensating advantages inasmuch as the interest accumulated on the fund materially augmented our resources and has permitted of the original proposals being carried out in a substantial and workmanlike manner. Having now stated in outline the history of these two Memorial works, it only remains for me to ask your Excellency to be good enough to declare the Hospital open, to the effect which purpose I beg to hand you this silver key.

His Excellency, having accepted the key, said—Sir Paul Chater, ladies and gentlemen, I have listened with great interest to your account of the Road and the Hospital that were rightly decided upon as a fitting memorial of that beloved Queen whose memory will always remain green in our hearts and whose name will go down the ages as the greatest amongst the great Queens of history. The difficulties about the Jubilee Road I remember very well. When I came here first the foundation-stone had just been laid by my predecessor in the presence of a considerable crowd, among them, no doubt, the General Officer Commanding, who instead of opposing the scheme, as you say, with his sword—slaying the monster—carrying away the bottle with the newswoman—placed there for the enlightenment of future archaeologists, returned to his quarters, took up the mightier weapon, and wrote that the road was a military danger and must not be. Then I remember the time when the controversy arose whether the road should go by Shaukiwan or by Kennedy Town. The Government, who as we know subscribed half the funds, were rather inclined to favour the Shaukiwan Road, which would have given a driving road for about 20 miles. But the Committee were very firm and absolutely declined to have that road from Shaukiwan. Of course, I need hardly tell you that with their particularity they succeeded in dominating the Government on that point. The argument on the one side was that you would have a driving road round the island. On the other side it was said you would have a road round Mount Davis on which the Chinese would come out in the afternoons and would be seen there in crowds enjoying the balmy southwestern breezes laden with the odours of Cheung Chow. (Laughter.) The real secret of the Committee's determination was never openly stated. I do not know how it got about, it may have been that one of the Committee was, like Cassius, loose of soul, and in his sleep did murder his affinity. (Laughter.) The real secret I believe was that the Committee said the Government had undertaken to finish this road and it will take up all the money we have to make this small bit round Mount Davis, and if we do not spend it on that difficult piece of road we will never see it done. Now we have a very good 16-foot road there at present. So far as we can see it appears to be principally for the purpose of affording an opportunity to the Dairy Farm of sending their milk by the higher and lower levels. It has been completed in part at such a level as would probably shorten the wind of any assailant who attempted to take the island that side and leave him an easy victim of the Volunteers or other defenders of that section. (Laughter.) It is true that with the persevering determination that characterises everything in Hongkong, portions of the road after the heavy rains attended bodily to convey themselves to the sea level, but they were coaxed back into position by Messrs. Denison and Ram, and now it is a good road, and I hope it will be availed of by a large number of people and ultimately will be completed round the island, when I hope it will satisfy all the conditions that were intended. And now, Sir Paul Chater, ladies and gentlemen, as regards the Hospital; this is a work, I think, against which no caviller could say one word, and I look forward with great pleasure to the unique opportunity of turning the key in the entrance door of a building, the feet above the foundation stone which was laid, I believe, originally near the Government Civil Hospital. (Laughter.) This building with its 41 beds, and situated as it is above the vitiated atmosphere of the crowded city, must be, I am sure, a blessing in the future to the poor people who will be accommodated here. It is a fitting memorial to our late beloved Queen, and I am sure we will all join in wishing it God-speed. I have great pleasure in declaring that it is well and duly opened. (Applause.)

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

FORGED BANK NOTES.

BIG SEIZURE AT CANTON.

(From our Correspondent.)

CANTON, 10th November, 3.35 p.m.

At noon to-day, Captain Yeung, who is in charge of the hamien guard, raided a Chinese cash shop and seized a large number of forged notes of the Hongkong & Shanghai Banking Corporation, which were being offered on sale.

(Reuter's.)

The Revolution in Panama.

London, 6th November.

The State Department in Washington has received a telegram from Panama, formally announcing the establishment of a new government. The *Nashville* jackets have again been landed at Colon, which town the revolutionists are marching to attack. When Colon is captured the Republic of Panama will be recognised by the United States, and it is expected in Washington that it will also be recognised by Great Britain and France.

LATER.

The United States Government has recognized the new government in Panama, and it is expected that this will mean a virtual American protectorate. Colombia has sent to Washington a strong protest against the encouragement of the revolution given by the United States. The Colombian federal troops have quitted the Isthmus, leaving it in the hands of the revolutionists. Several New York papers are vigorously accusing President Roosevelt of conniving, and even indirectly supporting, the revolutionists.

Mr. John Hay (Sec of State) has issued a statement defending the United States recognition of the independence of Panama, as most strictly in accordance with justice and equity, and the only course possible in view of the fact that the right of control of the Isthmian transit was conferred by the treaty of New Granada in 1846 and had now become of transcendent importance to the United States through the acquisition of Hawaii and the Philippines. It was the failure of Colombia to ratify the Canal Treaty that caused the revolt of Panama. President Roosevelt's course was thus clear, viz., to prevent encounters calculated to impede the transit of the Isthmus and to recognise the established Government. President Roosevelt consequently advised a peaceful settlement and had notified the world that the United States would no longer allow bickerings in Panama.

Russia and Germany.

Count von Bülau and Count Lambsdorff have had a three hours' conference at Darmstadt.

The Far East.

The *Temps* states that M. Delcassé informed the Cabinet Council that pacific prospects predominated in regard to the Far East.

The *Telegraph's* Vienna correspondent says that the result of the recent conference between the Tsar and the Kaiser was a distinct agreement ensuring Russia Germany's support in the event of Japan declaring war against Russia, and being supported by Great Britain.

LATER.

The report that Germany had promised Russia her active support in the Far East is doubted; it is believed that the main outcome of the conference between the Tsar and the Kaiser was the promise of German support to the Austro-Russian Reform scheme for Macedonia.

Indisposition of the Kaiser.

8th November.

The Kaiser has been successfully operated upon for polypos in the larynx; the polypos has been removed. The medical report emphasises the fact that the nature of the polypos is non-cancerous. The morning bulletin stated that the Kaiser had passed a satisfactory night with temperature almost normal.

(Der Ostasiatische Lloyd.)

The Kaiser and the Tsar.

MEETING OF MINISTERS.

Berlin, 5th November.

Complying with a desire expressed by both H.M. the Emperor and the Tsar no toasts were given at the banquet during the Wiesbaden interview. The Tsar has left in the meantime again for Darmstadt. There Count Bülau, the German Chancellor, and Count Lambsdorff, the Russian Minister of Foreign Affairs, are meeting again to-day. It is expected that, on this occasion, important agreements will be arrived at with regard to the neutralisation of the Far and Near East. Great confidence prevails among the Russians that the efforts to maintain the peace in the Far East will be successful but they consider it far more important that the Balkan question should be settled in a satisfactory way.

In Favour of Peace.

The *four* of St. Petersburg dwell on the importance of the interview of the two Emperors, which certainly will have a very favourable influence upon the maintenance of the world's peace.

Returning Home.

The family of the Tsar will return in the near future from Darmstadt to St. Petersburg.

NEW LAW COURTS.

LIVING THE FOUNDATION STONE.

As will be seen from our advertisement columns, His Excellency the Governor will lay the Foundation Stone of the New Law Courts on Thursday, the 12th instant, at 4.30 p.m. The Public are invited to be present. A limited number of seats will be reserved for Ladies.

THE SHOOTING TRAGEDY.

IN THE NEW TERRITORY.

LANCE-SERGEANT LEE CHARGED.

Although the details of the shooting fatality in the New Territory, on Sunday, were not generally known in the Colony yesterday morning, the sad message that Mr. W. McGregor, overseer of the new waterworks at Kowloon, and a native of Edinburgh, had been accidentally shot by Lance-Sergeant Lee, who is storekeeper at the Central Police Station, was being widely circulated. It was at first rumoured that the fatality had occurred while practice for the Interport match at the Kowloon range was in progress, and this report was generally believed until, later in the day, when the full account, of what must be regarded as one of the saddest accidents recorded in the Colony, was brought to Hongkong. It seems that on Sunday, Mr. McGregor, Lance-Sergeant Lee, Sergeant Hill, and Sergeant A. Wilson, with whom was a native servant, went deer shooting in the vicinity of Shatin. About three o'clock in the afternoon they were walking on the hills above the little village of Pai Tan, some ten miles from Hongkong, when the accident occurred. Lance-Sergeant Lee was carrying a repeating fowling-piece, and having, as he thought, extracted the cartridges, pulled the trigger and was terror-stricken to see his friend McGregor, who was walking some half a dozen yards ahead, fall to the ground mortally wounded in the small of the back. According to our information, McGregor was able to mutter, "I'm done," or words to that effect, and expired shortly afterwards. The body was subsequently brought to Hongkong and the funeral, which took place this afternoon, was largely attended. The deceased gentleman was one of the most popular men in the Government service and although his acquaintance with Hongkong was comparatively short, he had made many friends by whom he was most highly esteemed. At the same time, sympathy is expressed on all sides for Lance-Sergeant Lee, who is also another young and popular official.

POLICE PROCEEDINGS.

At the Magistrate's this afternoon, James Frederick Lee (24), described as a Lance-Sergeant, was charged for "that he did on the 8th November, at or near Pai Tan Village, in the New Territory of this Colony, unlawfully and feloniously did kill and slay one William McGregor, against the peace of our Lord the King his Kingdom and dignity." He pleaded not guilty.

Insp. Gauld stated that at 7.30 p.m., by direction of the Captain Superintendent of Police, he placed the defendant under arrest, and charged him with the manslaughter of McGregor.

His Worship adjourned the case until next Thursday, granting bail in two sureties of \$50 each.

OXFORD LOCAL EXAMINATIONS.

RESULTS OF LAST EXAMINATION.

The Hon. Local Secretary of the Oxford Local Examination Committee (Dr. G. H. Bateson Wright) forwards us the following results of the examination held last July:—

SENIOR.

D—Hagen, E. C. A.A. I—Sambenito, R. A.A.
D—Hastings, F. E. A.A. J—Sui Chi-pui, A.A.
D—Melby, A. A.A. Q—Bunje, C. A.A.
J—Gardner, J. A.A. Q—Bunje, H. F. A.A.
J—de Graaf, Ozo. Q—Ho Yan-sik.
no, J. M. H. A.A. Q—Tse Tsok-kai, A.A.
J—Muñoz, F. J. A.A.

(Over age) Q—Chau Sz-yui.

JUNIOR.

D—Arnold, E. L. G. J—Alencas, Y.
D—LeBreton, L. J—Ezra, N. J.
D—Long, E. J—Ontonio, C.
D—Moyhing, A. E. Q—Mooney, W. G.
D—Thomas, G. Q—Wentling, H.
D—U. Wai-tak.

OVER AGE.

J—Vergara, C. E. Q—Fung Pak-lu.
J—Villafior, A. Q—Lai Chiu-kun.
P—Kew, I. W. Q—Lam Shiu-in.
Q—Au Wing-to. Q—Lo Shiu-tung.
Q—Fung Wai-hin. Q—Tse Yan-lung.

PRELIMINARY.

D—Drude, W. Q—Chan Kwok-nin.
D—Glaissermann, J. Q—Chau Kwan-lam.
D—Jex, H. Q—Galluzzi, V. C.
D—Leit, T. Q—Suffiad, A. M.
D—Ng Wai. Q—Sung Ting-sui.
Q—Abubeker, S. Q—Tetzel, C.

OVER AGE (14-16).

D—Lzw, E. Q—Juman, Y. M.
D—Brandt, W. A. Q—Li Un-lun.
J—Labeye, L. Q—Markar, C. G.
Q—Cheung Lun-shang Q—Mqosa, S. K.
Q—Cheung Ting-shang Q—Rahman, A. K.
Q—Galluzzi, R. F.

GIRLS' PRELIMINARY. Over age (14-16).

D—Heang, L. E. D—Smith, A. M.
D—Mooney, F. D—Smith, G.

D—Diocesan School. P—Private Tuition.
J—S. Joseph's College. Q—Queen's College.

Rev. T. W. PEARCE,
Superintending Examiner

THE KING'S BIRTHDAY CELEBRATIONS.

IN HONGKONG.

Our Colony is ever to the fore when the occasion presents itself for a demonstration of the loyalty of its inhabitants, and the celebration of Our Gracious Majesty King Edward the Seventh's 62nd anniversary was an opportunity of which every advantage was taken by all classes of our society. Devotion to our Sovereign is not an appanage reserved to the mighty who sit in high places, or to the select few of our plutocratic aristocracy; but is one of those civil virtues of which all the citizens of our vast Empire are so justly proud. Nature smiled on the many to whom his birthday was an occasion of the highest interest and joy, and their ready enthusiasm excited by the bright colours fluttering all over the shipping, the harbour, and bedecking the public and private buildings in the city, and by the superb military display of the afternoon, was maintained throughout the day at *rescudo*, thanks to the truly regal weather that favoured the anniversary. The warships and merchantmen in the harbour were all brilliantly decorated, and it was particularly gratifying to notice the tasteful display made by the U. S. S. *Monterey* and the Portuguese cruiser *Dia*. Looking down from the upper levels on the immense land-locked haven, dotted over with cruisers, gunboats, destroyers, liners, cargo-boats and steam launches, all ablaze with bunting, which floated in the clear sunshine, the scene was delightful and impressive. Truly our harbour is one of the most beautiful situated in the world, though it is to be feared that the majority of us are so busy and preoccupied with other thoughts that its beauties receive scant appreciation. (On occasion like the present one, when the attention of the observer is attracted to our scenery by some outside channel, the scenic splendour of our surroundings becomes so apparent that one is filled with remorse at the sacrilegious neglect with which many of us become accustomed to treat it. At noon a Royal Salute was fired. The first gun boomed out from the Naval Yard and the joyous detonations were repeated by the warships; the puffs of smoke from the guns looking like white plumes as they twined upwards through the fluttering flags and melted away in the atmosphere.

THE GARRISON REVIEW.

The event of the day was undoubtedly the fine military display held in Happy Valley under the auspices of His Excellency the Governor, at which detachment of sailors and marines and all the disposable troops of the garrison assisted. Though the review was timed for 4 p.m., the roads leading to the Racecourse were, from an early hour, crowded with Chinese making their way to the ground, in order to secure a good spot of observation. Soon after noon the long line of pedestrians, moving along Queen's Road to Wanchai and along the Praya East, was swollen by the numerous richly-dressed, chairs and bicycles, in and on which the European population, and the more fortunate Chinese, were hurried along towards the scene of the coming military ceremony. The continuous rumble of the wheels, the excited yell of the coolies, the innumerable hurled at the vehicles in front when a block occurred, the cackling conversation of the Asiatic throngs as they trudged onwards, the warning shout of the staid policeman regulating the traffic made a cacophonous din along all the line of route that was almost deafening. The variegated and ever changing colouring of the crowd, both here and around the parade ground, seemed in the raw sunshine like an endless series of kaleidoscopic patterns. The bright summer *toilettes* and flower or plume bedecked head-dresses of the European ladies, the gaily hued robes of the Celestials, the sparkling costumes of the turbaned and swathed Indians, the sparkle of steel, and the glitter from brass uniform buckles and buttons gave a vivacity and brightness to the picture that the pen is incapable of doing justice to. The troops arrived on the ground with bands playing, some time before the hour fixed for the review, and took up their respective positions. Starting from the right of the line the following corps took part in the parade:—The Naval Brigade, Marines, Royal Garrison Artillery, Royal Engineers, 1st Sherwood Foresters, the Hongkong-Singapore Battalion Royal Asiatic Garrison Artillery, the Hongkong Volunteer Corps, the 11th Mahratta Light Infantry and the 9th Burma Infantry. The total effective personnel, officers and men included, were about 2,500 strong. Colonel L. F. Brown, R.E. was in command; his staff consisting of Major A. A. Chichester, D.S.O., Major T. W. G. H. and Lieut. M. K. Hodgson. The ground was kept by a detachment of the Sherwood Foresters and the Company of the Chinese Submarine Miners. The sailors and marines were in white, the remainder of the troops in khaki. At a little past four, the Governor arrived on the field with his staff and took up a position facing the centre of the line, while the Standard was hoisted and the Royal Salute given by the assembled troops. He was in the uniform of a Lieutenant-General and was accompanied by his orders. The staff accompanying His Excellency consisted of Sir John H. A.D.C., Lieut. H. W. Smith, R.A., and Subadar Ikhmal Singh, I.K.S.B.R. Sir Henry Blake then proceeded to inspect the garrison, beginning with the detachments from senior service. The inspection terminated His Excellency came back to his first position and the ceremony of firing the *feu de joie* was gone through in after which the Governor called for three cheers for His Majesty King Edward VII. The surrounding crowd of spectators joining in the shouts which echoed down the valley. His Excellency then came back to the saluting base and the troops marched past. The bands, massed under the orders of the bandmaster of the Sherwood Foresters, played appropriate marches to the advent of each corps. As line upon line of men went by with mechanical precision the enthusiastic plaudits of the onlookers broke out repeatedly. The sailors were evidently prime favourites. For precision of movement the palms were for the Sherwood Foresters and the 11th Mahrattas, the business like swing of their first fine corps told a tale of long tramps over the veldt and a fitness and grit that can only be acquired in a campaign. The Mahrattas were splendid, a magnificent example of careful training and of the keenness possessed by their superiors, and were another proof that the Indian Staff Corps is the finest body of professional soldiers in the world. The troops went back to their original positions and the whole line advanced to the strains of the "Soldiers' Chorus," from "Faust," and saluted. The National Anthem was played, the troops remaining at the "salute," and the parade came to an end.

Were present at the saluting base numerous naval and military officers in full uniform, the officers from the Portuguese cruiser *Dia*, the foreign consuls and other prominent official or civil members of the community. The return journey from Happy Valley was even more animated than the rush out there, and "blocks" were frequent and progress slow. The best of good temper prevailed, however, and accidents were few and of little gravity, thanks to the excellent dispositions taken by the police. As night fell, the congested traffic eased down, and the streets of the city regained their normal aspect, as the thousands returned to their homes tired with the excitement experienced and enthusiasm displayed, and impressed no doubt with one of the finest military pageants this Colony has ever seen.

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TELEGRAMS TO THE NORTH.

Communication with Fochow, Shanghai and the North, via the Eastern Extension Company's cable was restored yesterday afternoon. The Superintendent of the Great Northern Telegraph Co. notifies that the time of transmission for telegrams forwarded over the Company's Hongkong (Amoy)-Shanghai cable is again normal.

COMMERCIAL.

FREIGHT MARKET.

Messrs. Lambke & Rogge report under date the 7th November, as follows:—

The general position of our freight market has not changed during the fortnight now under review. There is an unusually large supply of tonnage and at the same time quite an unusually small demand. The number of steamers, free from their recent engagements and unable to move for want of paying freights, is steadily increasing, boats of various descriptions and sizes are kept unemployed. Unfortunately there are no prospects for any early improvement, indications instead all point the other way. Whilst demand for tonnage to lead at Newchwang after all a fair amount of chartering has resulted during the fortnight, this season's requirements in that direction are now all but filled, and without much more business the port is expected to be closed by ice in the ordinary course before the month is out. The Tientsin and other Northern trades will for a like reason also be stopped, and the South, as circumstances are at present, already quite unable to absorb available tonnage, will have more boats looking for what can be picked up in the shape of freights.

It is quite on the cards that owners may take to fixing steamers homewards, though what little business may be got in this line is quoted at exceedingly poor rates; however, just a few boats have already been so disposed of.

It appears that rice crops are good everywhere in the East, that stocks of that staple are so distributed anyhow, just at present, that the various markets are all supplied and that there is no inducement for moving cargoes. It may be principally on this account that even now there has been practically no demand yet from the Yangtze ports. The fact also, that reports from Saigon, contrary to all previous advices, now disclose about 300,000 to 400,000 piculs of grain as being available there yet, has not helped to stimulate freights. Though prices, in the absence of any buyers, are stated to have fallen rapidly and considerably, values would still seem to be out of proportion to those ruling in the neighbouring markets, so much so anyhow, that there is so margin left for freight. It is therefore that, despite of their being rice yet, there continues to be no demand for tonnage coastwise from Saigon, except that during the last few days 6 and 7 cents per picul has been offering for small parcels for this port—rates which, of course, are far from covering steamer's expenses, but have yet been accepted in some instances as the means of working boats back, when they were to get here somehow.

Concerning Bangkok, it is reported to-day that some understanding has been come to between the two competing German lines. As to what effect this will have on rates, the early future will show; anyhow, for the present, outside boats have no chance.

Newchwang business has already been referred to as having been done during the fortnight. The best steamers have been able to secure has been 21 cents for first half November loading for Canton, 22 cents for later dates. Nothing better than about; same rates have been obtainable for Amoy or Swatow.

Java freights to this have continued quiet with business at 17½ cents for all dry sugar, and only 15 cents is quoted at the close.

Some inquiry that there has been for Coal tonnage from Moji to this has been met at \$1.75 and \$1.70 per ton, according to size; a slight improvement upon recent fixtures. Moji to Swatow \$1.80 is quoted for a cargo. Moji to Singapore has had inquiries at about \$1.75, or better; but the rate has not been found tempting.

From Hongkong, for prompt, there has been no demand, and for later shippers quote even below last rate of \$1.10 per ton to this.

On time basis, there will be found details in appended list of two settlements for short terms, arranged to cover special requirements. The *St. Lawrence's* charter for Shanghai account, as lately reported, had been cancelled.

Sail Freights.—British bark *Brilliant* has arrived from Shanghai and is loading for Baltimore and New York. American ship *Rouloke* sailed for like destinations on 2nd November.

There seem to be no prospects whatever for further sail tonnage for the States being taken up this season, partly accounted for by the recent break up of the Pacific steamer's conference. Rates are down to G. \$2.00 per ton for San Francisco, and about G. \$4.75 per ton, (1 cent gold per lb.), through freight for masting via San Francisco to overland places including New York.

Coastwise, Sarawak bark *Vale of Doon* has been fixed for another voyage for timber from Rajang to this at \$7,000.00 lump sum.

British bark *Rust* has taken the berth for Fremantle, W.A., via Singapore.

American bark *Lilloe* returns to Manila when her repairs will have been completed.

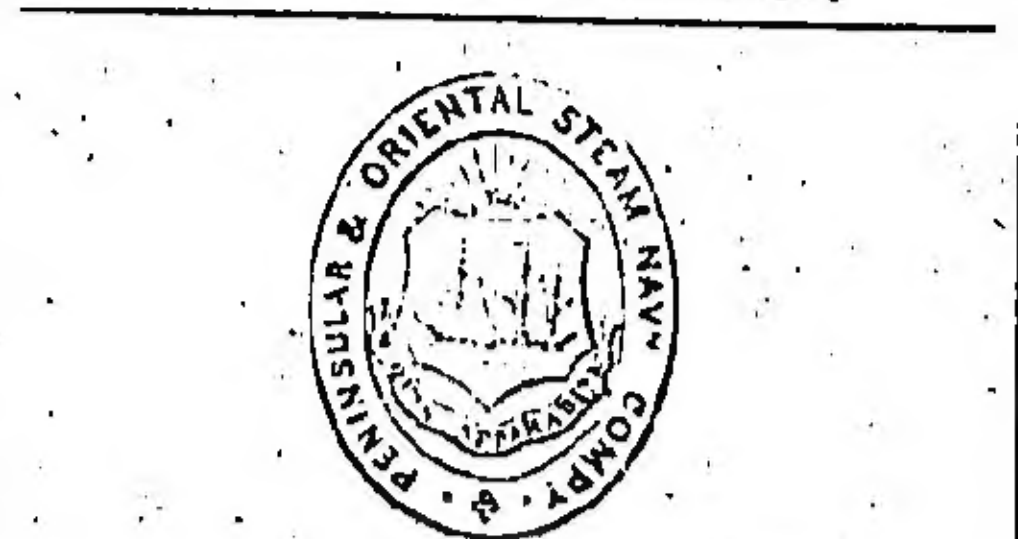
American ship *Paul Revere* has cleared for Newcastle, N.S.W.

OPIMUM QUOTATIONS.
To-day's quotations are as follows:—

MALWA NEW.....@ 900/000
" LAST YEAR.....@ 980/050
" OLDEST.....@ 1,070/120
PATNA NEW.....@ 1,120
BOMBAY NEW.....@ 1,170
PERSIAN (TAFER).....@ 750/810

TO-DAY'S EXCHANGE.	
IN LONDON, Telegraphic Transfer.....	11/10
" Bank Bills, on demand.....	1/09
" Credits, 3 months' sight.....	1/102
" 12 months' sight.....	1/102
IN BERLIN, (demand).....	M. 1.8
IN PARIS, Bank Bills, on demand.....	2.72
" Credits, 4 months' sight.....	2.31
ON NEW YORK, Bank Bills, on demand.....	43
" Credits, 30 days' sight.....	44
ON BOMBAY, Telegraphic Transfer.....	134
" On demand.....	35
ON SHANGHAI, Telegraphic Transfer.....	71
" Private 30 days' sight.....	nom.
ON YOKOHAMA, T.T.	88
Sovereigns, Bank's Buying Rate.....	\$11.16
Gold Leaf 100 touch, per tael.....	\$8.00
Silver.....	\$7.72

Co-day's Advertisements.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for HATAY, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 21st instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed by Bombay.

Parcels will be received at the Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendant.

Hongkong, 10th November, 1903. [13406]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after the 12th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 9th November, 1903. [13406]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 9th November, 1903. [13416]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 13th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th November, 1903. [13430]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"
Captain G. S. Weigall, will be despatched as above on FRIDAY, the 13th instant, at 4 P.M. This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th November, 1903. [13430]

Co-day's Advertisements.

NEW LAW COURTS.

HIS EXCELLENCY the Governor will lay the FOUNDATION STONE of the New Law Courts on THURSDAY, the 12th instant, at 4.30 p.m. The Public are invited to be present. A limited number of seats will be reserved for Ladies.

F. H. MAY, Colonial Secretary.
Hongkong, 7th November, 1903. [13430]

FOR KOBE, NAGASAKI AND WLAJWOSTOCK.

THE Steamship

"KOWLOON,"
Captain Stehr, will be despatched for the above Ports, on MONDAY, the 16th instant, at 5 P.M.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 10th November, 1903. [13460]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC,"
Captain Flaudin, will be despatched for the above Ports on MONDAY, the 16th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 10th November, 1903. [13470]

NIPPON YUSEN KAISHA.

I HAVE THIS DAY resumed charge of the COMPANY'S BUSINESS at this Port.

A. S. MIHARA, Manager.

Hongkong, 10th November, 1903. [13480]

TO LET.

FURNISHED HOUSE on the ROBINSON ROAD LEVEL.

Apply to—

LINSTEAD & DAVIS.

Hongkong, 10th November, 1903. [13490]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILONG,"
Captain Evans,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FOR NIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"ACHILLES"	On 12th November.
GLASGOW AND LIVERPOOL	"PROMETHEUS"	On 21st November.
GLASGOW AND LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW AND LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW AND LIVERPOOL	"VANGUARD"	On 12th December.
S.S. "ACHILLES" left Singapore 7th inst. a.m. and is due here 12th inst.		
S.S. "OANFA" has arrived and leaves for Japan and Pacific on 11th inst.		

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"TANTALUS"	On 10th November.
MARSEILLES & LIVERPOOL	"NINGCHOW"	On 20th November.
LONDON & ANTWERP	"POLYPHIEMUS"	On 24th November.
MARSEILLES, LONDON & ANTWERP	"HYSON"	On 8th December.
LIVERPOOL	"ACHILLES"	On 15th December.
MARSEILLES, LONDON & ANTWERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON & ANTWERP	"PELEUS"	On 29th December.
S.S. "NINGCHOW" from Tacoma via Japan is due here 15th inst.		
* Taking Cargo for Liverpool at London Rates.		

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"OANFA"	On 11th November.
all PACIFIC COAST PORTS, and	"PELEUS"	On 30th November.
NAGASAKI, KOBE and YOKOHAMA.		
S.S. "DEUCALION" left Victoria, B.C. 28th Oct. for Yokohama, Kobe and Hongkong.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th November, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG (DIRECT)	"HANGCHOW"	9th November, at 5 P.M.
TIENSIN	"KWEIYANG"	9th "
SHANGHAI and DALNY	"NIMAO"	10th "
MANILA	"SUNGKIANG"	11th "
KOBE	"CHANGSHA"	13th "
MANILA	"TSINAN"	17th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	17th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th November, 1903.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 14th Nov., at 10 A.M.
ZAFIRO	2540	R. Rodger		
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 6th November, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Nov. 14, 1903.
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, "
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOW*	"ANPING MARU"	J. Goto	MONDAY, 9th Nov.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	TUESDAY, 10th Nov.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves	SUNDAY, 15th Nov.
FOR ANPING*	"MAIDZURU MARU"	K. Akashi	SUNDAY, 15th Nov.

* VIA SWATOW AND AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 6th November, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903.

STEAM TO CANTON.

The Splendid New Steel Twin Screw Steamer

"KWONG CHOW"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHU ON S.S. CO., LTD.,
No. 8, Queen's Road West,
Hongkong, 30th May, 1903.

1202e

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Dinner and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3 1/2 hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 7th September, 1903.

11073e

FOR KOBE, NAGASAKI AND WAKUWOSTOCK.

THE Steamship

"KOWLOON"

Captain Stehr, will be despatched for the above Ports, on FRIDAY, the 13th November, at 5 P.M.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 31st October, 1903.

1312e

TOYO KISEN KAISHA

MANILA LINE.

Regular Service

BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

Ernest Bent

3,869

WEDNESDAY, 11th Nov., at 11 A.M.

ROSETTA MARU

H. S. Smith

3,876

SATURDAY, 14th November, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 7th November, 1903.

1712e

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"RICHMOND CASTLE" 10th Nov.

"ORON" 19th Nov.

"LOWTHER CASTLE" 1st Dec.

"SIKH" 13th Dec.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 26th October, 1903.

1120e

NAVIGAZIONE GENERALE ITALIANA.

(Priori and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGNORNO and GENOA.

ALSO

VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA"

Captain Maganzini, will be despatched as above on FRIDAY, the 13th inst., at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 5th November, 1903.

1333e

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENSHIEL"

Captain J. McGilivray, will be despatched as above on FRIDAY, the 27th inst.

For Freight or Passage, apply to

MCCREGGOR BROS. & GOW,
Agents.

Hongkong, 5th November, 1903.

1334e

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HERMISTON"

Captain W. T. Bain, will be despatched as above on or about WEDNESDAY, the 18th November.

For Freight, &c., apply to

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 22nd October, 1903.

1284e

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through CABLE to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EMPIRE"

Captain P. T. Helms, will be despatched for the above Ports, on WEDNESDAY, the 18th November, at Noon.

This well-known Steamer is specially fitted for passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 21st October, 1903.

1283e

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FUME AND TRIESTE (DIRECT),

CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship

"NIPPON"

Captain Klausberger, will be despatched as above on FRIDAY, the 20th November, P.M.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents.

Prince's Building.

Hongkong, 26th October, 1903.

1234e

Entertainments.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fix up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,
A.M. INST. C.E.,
Manager.

Hongkong, 2nd April, 1903.

20

HONGKONG AVERAGE MARKET PRICES.

Corrected 10th October, 200 cts. per \$ Mex.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa 17

"Comed—Ham Ngau Yuk 17

"Roast—Shiu 17

"Breast—Ngau Lam 17

"Soup, Tong Yuk 17

"Steak—Ngau Yuk Pa 17

"Serjain—Ngau Lau 17

"Sausages—Ngau Yuk Chung 17

"Bullock's Brains—Know 17

"Tongue fresh—Ngau Lau 17

"Comed—Ham Ngau Yuk 17

"Head—Ngau Tau 17

"Heart—Ngau Sum 17

"Hump, Salt—Ngau Kin 17

"Feet—Ngau Kerk 17

"Kidneys—Ngau Yiu 17

"Tail—Ngau Mei 17

"Liver—Ngau Con 17

"Tripe (undressed)—Ngau To 17

"Calves' Head and Feet—Ngau-chai-tau-keok 17

"Mutton Chop—Yeung Pai Kw 17

"Leg—Yeung Pei 17

"Shoulder—Yeung Shau 17

"Pigs' Chitlings—Chi cheong 17

"Brains—Chi Know 17

THE SHARE MARKET.

THE SHARE MARKET.

COMPANIES.	PAID UP VALUE.	LAST DIVIDEND.		TO-DAY'S QUOTATIONS.
BANKS.				
Bank of China and Shanghai Banking Corporation, Ltd.	\$ 125	Div. of £1.10/- @ 1/8 = \$18 for half-year ending 30.6.1903	\$632½	
Bank of China, Ltd.	\$ 8	3/14 = \$1.95 for 1902	\$28½ b.	
Bank of China Founders, Ltd.	\$ 1	None	\$10	
MARINE INSURANCES.				
Marine Insurance Co., Ltd.	\$ 100	32 per cent = \$32 per share for 1902	\$492½ b.	
Marine Insurance Co., Ltd.	\$ 25	16 % = \$16 for year ended 30.4.1902	\$60 b.	
Marine Insurance Co., Ltd.	\$ 25	Final of £1 making £2 for 1902	\$121.216 s.	
Marine Insurance Co., Ltd.	\$ 50	30 % = \$12 for 1901	\$135	
Marine Insurance Co., Ltd.	\$ 50	30 % = \$15 per share for 1902	\$175	
FIRE INSURANCES.				
Fire Insurance Co., Ltd.	\$ 50	\$22½ per share for 1901	\$320 s.	
Fire Insurance Co., Ltd.	\$ 10	\$4 per share for 1901	\$90	
SHIPPING.				
Shipping Co., Ltd.	\$ 15	\$14 for half-year ending 30.6.1903	\$31½ sa.	
Shipping Co., Ltd.	\$ 10	5 % = 10/- per share for 1902	\$14	
Shipping Co., Ltd.	\$ 50	10 % = \$5 per share for 1900	\$74 s.	
Shipping Co., Ltd.	\$ 50	Div. of \$3 for year ended 30.6.1903	\$19	
Shipping Co., Ltd.	\$ 10	\$1.20 = 12% for year ending 30.6.1903	\$26 b.	
Shipping Co., Ltd.	\$ 5	60 cts. = 30% for 1903	\$16	
Shipping Co., Ltd.	\$ 1	3rd Interim of 6d. for 1902	\$0.18/- b.	
Shipping Co., Ltd.	\$ 50	Interim of 2 % for 1903	Tls. 30	
Shipping Co., Ltd.	Tls. 50	Interim of 4 % = Tls. 2.00	Tls. 55 sa.	
Shipping Co., Ltd.	Tls. 50	Interim of 3 % = Tls. 1.75	Tls. 50 sa.	
REFINERIES.				
Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$19	
Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10	
Refining Co., Ltd.	Tls. 50	Fin. of 7 % for year ending 30.9.02	Tls. 60	
MINING.				
Mining Co., Ltd.	\$ 11	None	\$1½	
Mining Co., Ltd.	Fr. 250	Fin. of Frs. 30 making Fcs. 60 for 1902	\$600 s.	
Mining Co., Ltd.	£0.18.10	No. 12 of 1/- per share 28.1.01	\$8 s.	
Mining Co., Ltd.	\$ 1	No. 2 of 1/- per share 26.10.02	Tls. 6 s.	
DOCKS, WHARVES AND GODOWNS.				
Docks, Wharves and Godowns Co., Ltd.	\$ 50	12 % = \$6 for 1 year 30.6.03	\$201 b.	
Docks, Wharves and Godowns Co., Ltd.	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03	Tls. 122½ b.	
Docks, Wharves and Godowns Co., Ltd.	\$ 50	Interim of \$2½ for 1903	\$86	
Docks, Wharves and Godowns Co., Ltd.	\$ 50	\$2½ for 1902	\$38	
Docks, Wharves and Godowns Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 217½ sa.	
LANDS, HOTELS AND BUILDINGS.				
Land and Buildings Co., Ltd.	\$ 10	8 % = 80 cents per share for 1902	\$9 sa.	
Land and Buildings Co., Ltd.	\$ 100	Interim of \$6 for 1903	\$154	
Land and Buildings Co., Ltd.	\$ 30	\$2.30 per share for 1902	\$35 sa.	
Land and Buildings Co., Ltd.	\$ 50	Interim of \$14 for 1903	\$52½ sa.	
Land and Buildings Co., Ltd.	\$ 50	\$6 for first 1-year 1903	\$147 s.	
Land and Buildings Co., Ltd.	\$ 25	2½ % for year ending 30.6.03	\$27 sa.	
Land and Buildings Co., Ltd.	Tls. 25	6 % for year ending 31.3.03	Tls. 14	
Land and Buildings Co., Ltd.	\$ 10	9 per cent. for 1902	\$107 sa.	
Land and Buildings Co., Ltd.	Tls. 50	Interim of 6 % for 1903	Tls. 100 b.	
COTTON MILLS.				

ong Cotton Spinning, aving & Dyeing Co., Ltd.	\$ 10	{ Final of 60 cents, making \$1 for 1902/1903. }	\$14 b.
Cotton Spinning & aving Co., Ltd.	Tls. 50	3 % for period ended 31.10.97.....	Tls. 32½ sa.
ational Cotton Manufac- ng Co., Ltd.	Tls. 100	Interim of 3 % on account of 1898 ...	Tls. 22½ sa.
ong Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4 % on acct. of 1898 ...	Tls. 35
Cheong Cotton Spinning Ltd.	Tls. 500	4 % for period ended 31.12.00.....	Tls. 200
CIGAR AND TOBACCO COMPANIES.			
mbra, Ltd.	\$ 500	25 % for year ending 30.6.1900	\$150
pine Tobacco Trust Co., Ltd.	\$ 50	None	\$15 sa.
hai - Sumatra Tobacco Co., Ltd.	Tls. 20	Interim of Tls. 3 per share	Tls. 50½ sa.
MISCELLANEOUS.			
Island Cement Co., Ltd.	3 10	12 %=\$1.20 per share for 1902	\$22½ b.
Borneo Co., Ltd.	3 12	First year	\$98 s.
Watson & Co., Ltd.	\$ 10	Interim of 5 % for 1902	\$14½ sa.
ong Electric Co., Ltd.	\$ 10	\$1 per share for 1902	\$7½
ong Electric Co., Ltd.	\$ 5	90 cents for year ending 30.4.1903 ..	\$12 b.
ong & China Gas Co., Ltd.	\$ 5	45 cents for year ending 30.4.1903 ..	\$6½ b.
ong Rope Manufactur- ing Co., Ltd.	£ 10	10 % div. and 1 % bonus for 1901 ..	\$140 b.
enwick & Co., Ltd.	\$ 50	\$10 for 1902	\$145
ong Ice Co., Ltd.	\$ 25	17 per cent=\$3.75 for 1902	\$47½
ong High-Level Tram- way Co., Ltd.	\$ 25	Interim of \$4 for 1903	\$248
Farm Co., Ltd.	\$ 100	\$18 for year ending 31.11.1902	\$320
ong & China Bakery Co., Ltd.	\$ 6	75 cents for year ending 31.7.1902 ..	\$13½ b.
ell, Moore & Co., Ltd.	\$ 50	3 per cent.=\$1½ for 1902.....	\$40
Asbestos Eastern Asbestos Oriental	\$ 10	Div. of \$2½ for 1902	\$40 s.
Asbestos Oriental	£ 10.12.6.	\$5½ s.
oy, Ltd.	\$ 4	90 cents } for year ending 31.5.03 ... {	\$9 b.
ong Steam Water-bout Co., Ltd.	\$ 10	\$29.70	\$210 b.
ong Light & Power Co., Ltd.	\$ 10	Interim of 6 %	\$15½ sa.
ong Piano Co., Ltd.	\$ 20	None	\$5 b.
Investment Co., Ltd.	\$ 50	5 %=\$2½ for half-year 1902.....	\$50
n Powell, Ltd.	\$ 10	None	\$15 b.
happit tot Mijn, Bosch- andbouw exploitatie in Batavia, Limited	\$ 10	\$1 for year ended 30.6.1903	\$9
hai & Hongkong Dyeing Cleaning Co., Ltd.	Guilders 100	{ 4th Interim Dividend of Tls. 7½ paid } { 15.9.1903	Tls. 280 sa.
	\$ 50	First year	\$50
Telegraphic Address—"Rialto."			
Telephone No. 148, P. O. Box No. 111.			
Note:—b.=buyers, s.=sellers, sa.=sales.			
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Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

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Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

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A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

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Tweeds, Serges, Meltons, Freizes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

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Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

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Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hosiery, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hosiery (Tan and Black and Colors).

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Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Brochures, Bengalines, Peau de Soies, Glacés, Foulards, Chenes, Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

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Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and quantities.

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Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

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Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

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A new and thoroughly up-to-date high class corset in rich brocade.

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Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

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With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

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All kinds of Bed and Table Linen stocked, Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannel-ettes in large variety.

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We hold a full range of Dressmakers' Linings and Sundries: Satcons, Linenets, Seilecias, Black, Backs, &c.

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DAINTY FANS, PURSES,
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Heavy winter Jackets, Stylish Golf Capes, Handsome Fur Coats, Capes and Jackets for travellers, Opera Cloaks and Wraps. Light Summer Rain and Dust Cloaks.

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Feather and Fur Boas, and Light Silk Chiffon, Lace and Net Ruffles and Facinators.

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Single and Double beds, Camp, Air, and Chair beds. Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

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